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Photo charters on the Cass Scenic

Log Trains to Bald Knob

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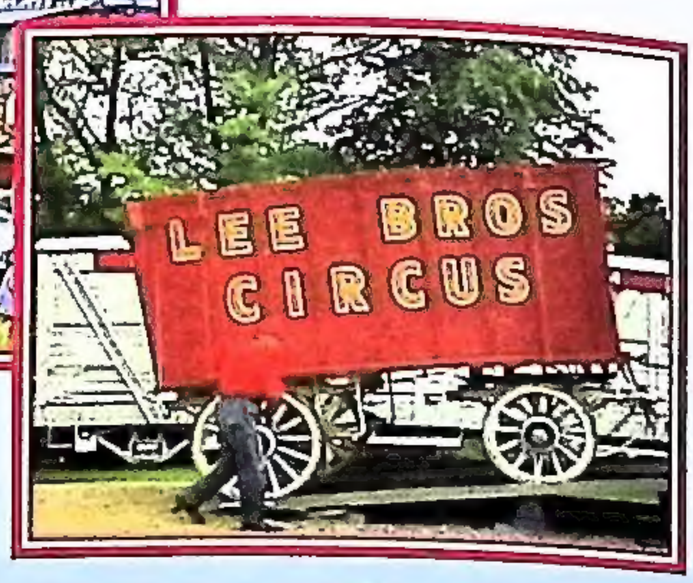

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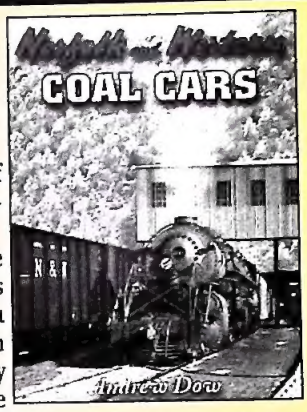

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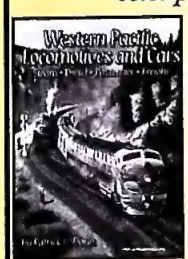

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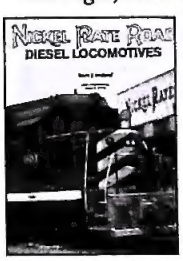

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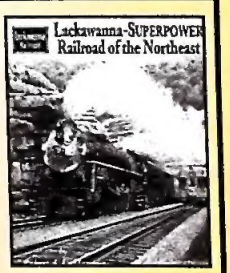

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SEPTEMBER 1998/VOLUME 17 NUMBER 9

RAILROAD / founded 1906 / volume 120 number 6

FEATURES

6 **Log Trains to Bald Knob** by Steve Barry

21 **Green County's Depot Days** by Charles Heraver

32 **Reno Bound!** by Brian Jennison

39 **On the Homefront 1944**

40 **Dream Train** by Tom Savio

44 **Hand on the Throttle** by Steve Barry

46 **True Tales of the Rails** by Henry A. Buck

50 **West Shore donates GP30** by Alex D. Mitchell IV

56 **An Alligator finds a home in Utah** by Stan Jennings

DEPARTMENTS

11 **Fanmail**/letters from readers

12 **Timetable**/events

17 **Railfanning is:**/humor

18 **Railroadiana**/product news and reviews

24 **Railnews**/news stories in detail

48 **Book Depot**/railroad book mart

50 **On the Menu**/Matheson's blend

51 **Railfun**/Curt Katz

52 **Videos**/videotape reviews

56 **Switch List**/classified advertising

58 **Transit Currents**/George M. Smerk

60 **Museum & Tourist Line Directory**

62 **Camera Bag**/Living with two cameras

62 **Railnews**/the *William Mason* steams again

64 **Markers**/editorial commentary

65 **Advertising Index**/the railfan marketplace

66 **Final Frame**

on the cover

Cass Scenic Railroad Heisler No.6 and Shay No.5 lead a chartered log train past blazing orange foliage in the West Virginia mountains on Columbus Day in 1993. Carl Franz organized this charter, and in 1998 ran his 50th trip over the Cass Scenic. Take a ride on log trains to Bald Knob beginning on page 6. Photo by Carl Franz.

From the Publisher's Desk:
The West Shore

A strong competitor of the New York Central, the New York, West Shore & Buffalo paralleled the Vanderbilt road for many miles and in time became another segment of the NYC. While the NYC main line entered New York City via the eastern bank of the Hudson River from Albany down, the West Shore hugged the western bank or New Jersey side of the Hudson.

Under NYC domination, first class rail service on the West Shore deteriorated as the NYC concentrated its first class rail efforts on service in and out of New York City through Grand Central Terminal. The West Shore's forte was freight with much of it funneled to such roads as the Lehigh Valley, Pennsylvania, Jersey Central and Baltimore & Ohio.

The West Shore offered ferry service from Weehawken to 42nd Street and Cortlandt Street, both in Manhattan. The Cortlandt Street boats with their 20 minute crossing provided a wonderful vista of all that was happening in the lower Hudson River. There were ferries and tugs, freighters, ocean liners, occasional naval vessels, rail terminals and yards and more.

Even after World War II, the West Shore offered excellent day long commutation service in addition to its one daily Albany express. This train normally was hauled by a J-class Hudson and I once snapped Engine 5200, the first of the series, eastbound to Weehawken (It actually was headed south) on the eastbound local track.

Below Dumont the line was four tracked and there were small passenger yards at Dumont, Haverstraw and Kingston. In later years the K-11 Pacific was the prime source of power, a workhorse locomotive produced by several manufacturers. The K-11 was used in both commuter service and on local freights. Engine 4670, the only K-3q, was used in passenger service, a rare bird on the West Shore. A fleet of K-4 Pacifics was also in heavy use. At Kingston, a number of F-x class 4-6-0s were used on the former Ulster & Delaware, some dating to 1899. These vintage Ten-Wheelers served beyond their time because of weight limitations on a number of bridges. Rarely one might see a B-class 0-6-0 trundling along light. Several of these switchers served the extensive yards at Weehawken.

The railfan phone service kept us posted on special runs. I once waited about three hours on a cold blustery February day to catch what is believed the only S-class Niagara ever to run down the West Shore to Weehawken with a string of heavyweight Pullman sleepers used in a troop special to West Point. No turntable could accommodate the engine further up the line.

While Mikados were used during World War II, through freights were later handled by husky 4-8-2 Mohawks, class L-2, L-3 and L-4 in varied subclasses. These were often doubleheaded. As the diesel age drew nearer, the West Shore acquired some Boston & Albany 2-8-4 A-1a types with their strange square sand domes and occasionally we'd see J-class Hudsons in freight service. NYC fireman Artie Ogden, a railfan buddy, said he preferred the Hudsons to the B&A engines in freight service.

Next month: The diesels come

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Log Trains to Bald Knob

50 photo charters at Cass

by Steve Barry

photography: carl franz, except as noted

left photo: steve barry

THE VERY FIRST PHOTO RUNBY *on a Cass Photo Special organized by Carl Franz featured Shay 4 in the snow the Cass depot on March 15, 1975 (**right**). Over 1000 runbys later, Shays 2 and 4 were leading the 50th Photo Special through the S-curves between the switchbacks below Whittaker on May 10, 1998 (**above**). Western Maryland 6 performed a runby on the ex-C&O Durbin Line at Hosterman in May 1984 (**center right**).*

CARL FRANZ DOESN'T LIKE tourist cars. And because he doesn't like tourist cars, but does like to take photographs at the Cass Scenic Railroad in West Virginia, he has organized charters since 1975 where the former logging railroad's locomotives can be seen hauling pure log trains, just as they did 40 years ago.

Almost every year for the past 24, Carl has organized the Cass Photo Specials. Usually held two weeks before Memorial Day and again on Columbus Day, but with occasional forays in the dead of winter, the Photo Specials have become the way for photographers to capture a slice of history from the railroad built for the Mower Lumber Company.

On May 10, 1998, Carl hit a milestone — he coordinated his 50th charter at Cass. When Shays 2 and 4 led a log train out Cass behind a second train of tourist cars and flat cars hauled by Western Maryland 6, the largest Shay in the world, it marked half a hundred times that Carl has led a merry band of

***HEISLER 6 AND SHAY 5** pulled a log train into Whittaker Station during the 1993 Columbus Day trip (**opposite top**). Shay 4 was working high on the mountain above Old Spruce on May 10, 1997 (**below**).*

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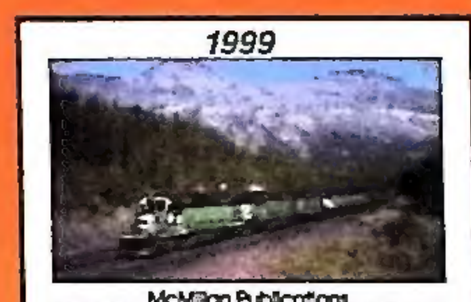

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MULTIPLE LOCOMOTIVE OPERATIONS *are the highlight of every photo special. At the bottom of the S-curve below Whittaker, Shays 2, 5 and 4 led the log loader and train upgrade in in May 1986 (**right**). During the third Winter Photo Special in January 1977 Shay 5 led a train with a helper on the rear through Gum Curve (**below**). The three-train race has led off every Carl Franz charter since May 10, 1986. Shays 4, 5 and 2 had the honors of "competing" at that first event, which remains the only three-train race that didn't have one of the locomotives hauling the tourist cars. Shay 4 "won by a nose" at that first race, which is still regarded by trip organizer Franz as being the best (**bottom**). The very first charter on March 15, 1975, saw Shay 4 battling a blizzard at milepost 6, the "Leatherbark overlook" (**opposite**).*

photographers onto the railroad.

Over the years there have been some very memorable moments in the Photo Specials series. Perhaps the most unusual weekend was in May 1997, where the weather couldn't decide what season it was. The trip departed the Cass station on Saturday, May 10th, under overcast skies which soon developed into a blizzard, and by the time it reached Bald Knob, the end of the Cass tourist run and the second highest point in West Virginia, there was two-and-a-half feet of snow on the ground. The following day, Sunday the 11th, the temperature was in the 60s.

Not all of Carl's charters have

reached Bald Knob. When Cass operated the former Chesapeake & Ohio's Greenbrier line between Cass and Durbin, the Photo Specials ventured along the Greenbrier River on some days. Floods washed the C&O line into the river in 1985, ending all trips on the scenic line. Additionally, Cass Scenic has been hit hard by remnants of hurricanes in recent years, resulting in washouts on the mountain. As a result, some Photo Specials were limited to running on only the first four-and-a-half miles of track of the eleven-mile railroad between Cass and the on-line picnic area at Whittaker Station. On one particularly memorable day, the Photo Special made two Cass-to-Whittaker round trips with a possible record-setting 51 photo runbys! Carl has never heard if any charter has ever had so many runbys in a single day, and would be anxious to hear if anyone has ever eclipsed this mark.

Why has the Carl Franz Photo Special endured over 24 years and 50 trips? First, Carl caters to a loyal crowd made up of mostly families. The Photo Specials not only include Saturday and Sunday trips, but Friday and Saturday evening entertainment as well. Second, and just as important, Carl believes in quality photo runbys. No runby is performed until every photographer has a people-free shot lined up. The photo lines are established quickly, yet orderly, and very few Photo Specials have fewer than 25 runbys in a day.

Sun angles are also taken into consideration when planning runbys, and Carl has had trains facing directions

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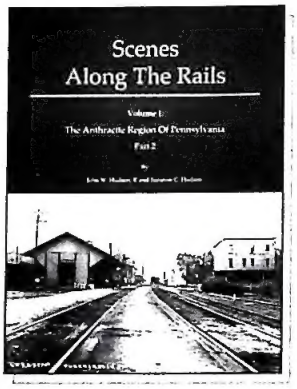

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Durango, Colorado 81301

TRIP ORGANIZER CARL FRANZ, *bullhorn in hand, pauses by Shays Cass 2 and Western Maryland 6 at Bald Knob, the second highest point in West Virginia, on May 10, 1998.*

they often don't face in regular service. For the 1998 trips he turned the Shays on the on-line wye near Bald Knob and performed many runbys with the locomotives facing downhill, providing proper sun angles and relying on the train crews to make 'em smoke for the shots. For a charter on the Western Maryland Scenic in July 1997, where the locomotive is turned at the end of the line and leads the train on the return trip, Carl had the entire 13-car photo charter back eastbound between Frostburg and Cumberland, Maryland, because the afternoon sun favored a train running west.

Carl believes that the key to quality photos is working with a small crowd, and limits his charters to about 80 customers. His 1998 Cass trips featured two trains and three locomotives and had almost 30 runbys each day. By comparison, the "official" Cass Railfan Weekend, held a week after Carl's trip, had over 600 people on board, was made up of only a single train of tourist cars, and had fewer than a dozen runbys over two days. In fact, many of the innovations Carl has come up with for his trips have been incorporated into the regular Cass weekend, including the "three train race" and the use of a passenger train heading up the mountain with the log train running only several car-lengths behind, providing stunning images and video.

Carl Franz runs Photo Specials several times a year, with Cass Scenic and Western Maryland Scenic being the two railroads used now. For more information on Photo Specials, call Carl at 301/942-6197.

FANMAIL

Algoma Central and two cameras

I thoroughly enjoyed Tom Savio's article on "Looping the Lakes" in the July, 1998 RAILFAN & RAILROAD. I had wanted to make the all-rail trip to the Soo back in the early '60s, utilizing C&NW or Milwaukee Road passenger trains and Soo Line's mixed. However, the limited resources of a high school teenager made this trip just a dream.

I have ridden all routes described by the author, but not all strung together. The best route is the Algoma Central which I rode both before and after the WC takeover. There are good and bad points of both versions of the AC. The stations at Hearst and Franz are gone and the ones at Oba, Frater and Searchmont are closed. The F-units are definitely a plus and the scenery, as always, is great.

Jim Boyd's CAMERA BAG article on "Living with two cameras" should be noted by all photographers. On a trip to the Twin Cities in February 1969, my brand new Pentax H1A refused to advance film. Jim generously loaned me his backup for the remainder of our visit, which netted me some priceless images of Milwaukee Road passenger trains, night shots of Skytop lounge cars, NP, GN, CB&Q and Rock Island passenger trains, MN&S Baldwins and C&NW Alcos at Winona. Ever since that trip, I have maintained a backup camera. Though my livelihood does not depend on bringing home photos from railroad outings, my pride certainly does.

JOSEPH J. PETRIC
Morris, Ill.

Lake Huron geography

I enjoyed the "Looping the Lakes" article in the July '98 issue. For posterity, however, please note the following correction to your map on page 31. The Lake Ontario-size body of water that forms part of Lake Huron is Georgian Bay. Parry Sound is a town, a county, a musical group and a much smaller body of water off Georgian Bay.

GLENN WALLIS
Windsor, N.S.

Fair Park in Dallas

While you and the readers are "closely following" the story of UP Big Boy 4018 and its possible resurrection as a working steam locomotive (July 1998 RAILNEWS), you might want to work in one factual correction. "Fair Park" is not a suburb east of Dallas, it is a City of Dallas park somewhat to the east of the downtown area. It has been home to many major city events including the centennial and sesquicentennial celebrations of the city. The Age of Steam Museum is on the northern edge of the park area on a railroad right-of-way once occupied by the Texas & Pacific Railroad, later the UP. Dallas Rapid Transit (the old street railway company) used to provide service to the old main gate entrance at the west end of the park and there is talk of the city subsidizing an extension of the McKinney Avenue Trolley Authority (a non-profit historical street railway organization) along Haskell to the same main west entrance. Fair Park is also the home of the Music Hall, which is Dallas' answer to Radio City Music hall (but with only 3600 seats, dubious but improved acoustics and no pipe organ).

Personally, I'd love to see No.4018 steamed again. Seeing it sit derelict and with its main piston rods torched off has always been a downer when I visit the museum.

Your readers might find it interesting that the Dallas street that was known as Pacific Avenue was originally the T&P right-of-way through Dallas before Union Station was built. Rail reclaimed its own as the street was torn up to provide the center-city right-of-way for DART rail. Because of the hot summers, Dallas seems to have been an early adopter of concrete street paving, which has resulted in the preservation (or incarceration, depending on the viewpoint) of many artifacts of earlier ages that wouldn't be there with asphalt. There are still places where the rails, silent since 1947, of the Texas Electric Railway (Dennison-Sherman/Dallas/Waco) show through or have never been covered up. The same is true in many of the little towns through which TER passed, north and south of Dallas.

LYMAN DECAMP
via Internet

The good ol' days of Penn Central

Thank you very much for the photo on page 63 of the August 1998 issue of the Penn Central caboose and pickup truck. I'm 28 years old, and barely remember the PC, but it is my favorite railroad to this day. I always tried to figure out why I like it so much, and your comment on the PC with the photo is definitely part of it. I actually believe it's also because my grandfather used to take me to watch trains for hours in Westfield, New York, when I was a little kid (from age three on up!) and the black and white scheme of the PC is probably ingrained in my mind from that experience.

BILL CAMERON
Lockport, N.Y.

Locomotive numbers

In the July '98 issue on page 63 the caption for the photo of Nickel Plate 514 says the unit was never painted for the Norfolk & Western. I have a negative of the locomotive fully painted as N&W 2514 taken in Conneaut, Ohio, on July 25, 1970.

Also, the correct lineage for the San Diego Railway Museum's Southern Pacific GP9r 3873 is nee-St. Louis Southwestern (Cotton Belt) 830, then SSW 3651 before becoming SSW 3873 (page 64).

There are at least two more operating EMD MRS1s in existence (July '98 FANMAIL). USA 1811 is still at Fort Eustis, Virginia, and USAF 1718 is at Clear News, Alaska. USAF 1718 is ex-Alaska Railroad 1718, exx-US Navy 1818 (assigned USN No.65-00574 but never renumbered), nee-US Army 1818.

In my records I have no final disposition for MRS1s 1810 and 1819, so they may still exist somewhere.

Also in the July issue, the Progressive Rail operation with SW1500s on page 27 is not new — it started in 1996.

KEN ARDINGER
via the Internet

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RAILFAN EVENTS

CLINTON CORNERS, NEW YORK, through September 13. Exhibit on "Connections" at the Clinton Exhibit Center, Route 115 (1 mile from the Taconic Parkway). Exhibit shows how rail connections to the outside world affected the people and businesses of Dutchess County. Hours 10am-4pm Saturday and Sunday, donation requested for admission. Information: 914/266-5494.

THE BANGOR & AROOSTOOK RAILROAD will be operating a series of passenger trips over its trackage in Maine. Equipment includes diesel power from the regular freight pool and two coaches, two sleepers, an observation car and a parlor car, mostly ex-VIA. Tickets are available on the train or can be prepirchased by calling 800/847-1505 (noon-6pm). Most major credit cards are accepted. Fares vary by trip, most are $16 or less for adults, $12 or less for kids 6-12, kids 5 and under free with adult, call for details. The schedule is:

July 25-26, Brownville Junction to Millinocket and Brownville Junction to Greenville each day; **August 1, 8 and 15,** Brownville Junction to Greenville (passengers may board at either location); **August 2, 9 and 16,** Brownville Junction to Greenville, Brownville Junction to Jackman and Greenville to Jackman each day; **August 22,** Brownville Junction to Jackman and Greenville to Jackman; **August 23,** Jackman to the Canadian border and Jackman to Brownville Junction; **August 29-30,** Houlton to St. Croix and Houlton to Sherman each day.

BELLOWS FALLS, VERMONT, July 31-August 2. Transpo '98 will feature NYS&W 2-8-2 142 operating on the *Green Mountain Flyer,* along with equipment displays and night photo sessions conducted by RAILFAN & RAILROAD. Event coincides with Old Home Days with family activities including a large fireworks display. Information from Steve Mumley at 802/463-9531; *railtours@sovernet.com.*

OSCEOLA, WISCONSIN, July 31-August 2. Steam Fest in the Valley with steam excursions throughout the weekend and a steam triple-header on Sunday. Displays include Wisconsin Central's Sesquicentennial units. For information call 800/711-2591. Planned trips include:

July 31, VIP train and evening photography run; **August 1,** continouis trips from 9am-5pm; **August 2,** triple-header with Soo 1003, Soo 2719 and NP 328 tentatively planned.

SOO LINE 1003 is scheduled to power the following trips in Wisconsin. Please phone for more information. For trips out of Osceola phone 715/755-3570 or 612/228-0263. For trips out of Rhinelander phone 715/352-RAIL.

July 31, August 1-2, trips in Osceola for Wisconsin Sesquicentennial Cels. [illegible] above listing
August 8, High Bridge - Low Bridge trip from Osceola to New Richmond and return.
August 9, Osceola trips, possibly double-headed with Northern Pacific 328.
August 28, evening dinner train from Rhinelander to Crandon and return.
August 29, Rhinelander to Pembine and return.
August 30, Rhinelander to White Lake and return.
August 31, school children shuttle trips to Starks.

NEW YORK, SUSQUEHANNA & WESTERN 142 will be making the following moves during July and August. The *tentative* schedule includes the following public and private trips.

July 29-August 2, three round trips each day from Bellows Falls to Chester, Vt., on *Green Mountain Flyer;* **August 6,** North Walpole, N.H., to Montpelier, Vt., *ferry move;* **August 7,** VIP trip to Burlington, Vt.; **August 15, 16, 22 and 23,** Burlington to Middlebury on the *Champlain Valley Weekender.*

Also, 142 will power trips on August 8-9 and August 29-30 for the Green Mountain Railroad and Mass Bay RRE; see separate listing under *Green Mountain Steam Specials.*

THE HOBO and WINNIPESAUKEE SCENIC RAILROADS, P.O. Box 9, Lincoln, NH 03251 (603/745-2135) is holding the following special events. Fares (adult/children) are as noted below. Most trips require reservations.

August 1, August 29, Gold Panning Special from Lincoln to Livermore Falls, $35/$20.
September 12, 19, 26 and October 3 and 10, Harvest Supper Trains from Meredith; $22/$16.
September 19, 20, and 27, Autumn Leaf Specials, Lincoln to Meredith; $35/$20.
September 26, Autumn Leaf Special, Meredith to Lincoln; $35/$20.
October 3-4, 10-11 and 17-18, Fall Foliage Specials from Meredith to Plymouth and Livermore Falls; $14.95/$9.95 on 9:30am train, $21.95/$15.95 on 1pm train.
October 24, Halloween Train, Tilton to Laconia; $22/$16.
November 27-28, Santa Trains from Lincoln; $8/$8.
December 5,12 and 19, Christmas Dinner Trains from Tilton to Laconia; $22/$16.
December 5-6, 12-13 and 19-20, Santa Trains from Tilton and Laconia; $8/$8.
December 26-30, Family Holiday Trains from Lincoln; $8/$5.50.

ORRVILLE, OHIO, August 1-2. Overnight diesel-powered trip to Pittsburgh via Wheeling & Lake Erie and Columbus & Ohio River. Fare $195 per person includes train, hotel, riverboat cruise, more. Tickets and information from Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 weekdays 1pm-5pm.

BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 (248/541-1000) is hosting the following excursions from the Detroit area. Write or call for a brochure.

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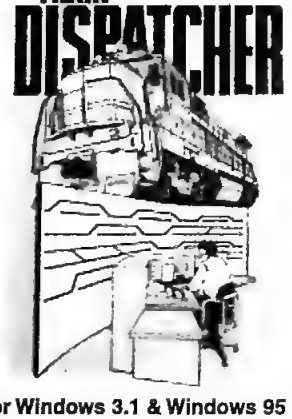

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Vol XXI No. 4

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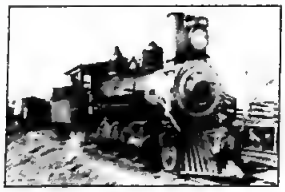

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October 3-4, Caro Pumpkin Festival by train on Huron & Eastern, side trip to Colling; $19 and up.
December 5 and 12, Christmas Lights, all day excursion includes narrow gauge steam train ride, shopping, more; trip departs Dearborn on Dec. 5 and Royal Oak on Dec. 12; $64 adults, $54 children 12 and under.

SMITHS FALLS, ONTARIO, August 2-3. Third annual Jigger Festival featuring track cars of all sizes. For information call the Smiths Falls Railway Museum at 613/283-5696.

BUTTE, MONTANA, August 6-8. Annual meeting of Milwest, a group dedicated to the preservation of the former Milwaukee Road western lines, will be held at the Montana Tech Campus Student Union Building. Registration $10, tours will be offered at additional cost. For information contact Kevin McCray, 6 Park Place, Clancy, MT 59634-9759; mccray@ixi.net.

CINCINNATI, OHIO, August 8. "Summerail at CUT" at Cincinnati Union Terminal, 1301 Western Avenue, 10am-10pm sponsored by the Cincinnati Railroad Club and Miami Valley Railfans. Multi-media slide presentations, railroad show & sale, tours of Tower A. Scheduled presenters include Terry Chicwak, Mark Demaline, Dave DeVault, Kevin EuDaly, Ron Flanary, Steve Forrest, Jeff Gast, David Jakubiec, Steve Patterson, Mark Perri, Mike Schafer and Tom Seiler. Tickets $12 with checks payable to Cincinnati Railroad Club and mail to Summerail 1998, CRRC, P.O. Box 14157, Cincinnati, OH 45250-0157; 513-651-RAIL. Regular meeting of CRRC will be held on Thursday, August 6, featuring a slide show by R&R editor Steve Barry, open to the general public.

CHAMA, NEW MEXICO, August 8. Annual Moonlight Train and steak dinner on the Cumbres & Toltec Scenic Railroad. Trip departs Chama 3:15pm, fare $65 adults, $40 kids under12. Information from Friends of the C&TS, Attn.: Judy Lock, 5732 Osuna Road NE, Albuquerque, NM 87109; 505/880-1311.

WHITE PASS & YUKON ROUTE (P.O. Box 435, Skagway, AK 99840) will operate steam excursions between Skagway, Alaska, and Bennett, British Columbia, 80 miles round trip. Fare is $156 adults, $78 children and includes lunch. Dates are August 8 & 22. For a brochure or reservations call 800/343-7373.

MILBANK, SOUTH DAKOTA, August 8-9. 14th Annual Train Festival featuring rides on the Sisseton Milbank Railroad on the Whetstone Valley Express. Dinner in the diner, hobos, train robberies, model train show, more. For more information contact the chamber of commerce at 800/675-6656.

GREEN MOUNTAIN STEAM SPECIALS with NYS&W 2-8-2 142 will operate on the following dates. Fares are $59 adults, $49 kids 3-12. For more information call 617/489-5277 or e-mail *MassBayRRE@aol.com.* For tickets write to Green Mountain Steam Special, P.O. Box 192, Hollis, NH 03049; make checks payable to "Green Mountain Railroad;" MC/Visa accepted.
August 8-9, Burlington, Vt. to Rutland, Vt., round trip.
August 29, Rutland to Bellows Falls, Vt., round trip.
August 30, Rutland-Whitehall, N.Y.-Ludlow, Vt.-Rutland.

THE 20TH CENTURY RAILROAD CLUB (329 West 18th Street, Suite 902, Chicago, IL 60616; 312/829-4500; www.20thcentury.org) will sponsor the following trips from Chicago. Contact the club for more details and prices.
August 8-10, Circle trip to Milwaukee and Niles featuring ride on ex-C&O tug *Badger* across the lake.
September 12-13, Historic Home Tour in Marshall, Mich., via Amtrak.
September 27-October 1, Algoma Central's Agawa Canyon train, circle tour of Lake Michigan.
October 10-11, Galena Limited charter to country fair.
October 15-21, *Seven Trains in Seven Days* motorcoach tour to Kentucky and Tennessee; trains include *My Old Kentucky Dinner Train* and *Broadway Dinner Train.*
November 7, Flossmoor Station Brewery via Metra.
December 26-January 1, Baltimore via *Capitol Limited.*

MILWAUKEE ROAD 261 will be running on the following days. For ticket information on the public excursions contact the Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.
August 8-September 3, BNSF Employee Appreciation Specials, see separate listing; **September 4-7,** display at Topeka (Kansas) Railroad Days plus BNSF specials; **September 11,** public excursion from Kansas City, Mo., to Lincoln, Neb., one way; **September 12,** public excursion from Lincoln, Neb., to Souix City, Iowa, one way; **September 13,** public excursion from Souix City, Iowa, to Minneapolis, one way.

BNSF EMPLOYEE APPRECIATION SPECIALS will be run on the following dates. *These trips are not open to the general public.* Power will be Milwaukee Road 4-8-4 261.
August 8-9, Minneapolis to St. Paul round trip each day; **August 10,** Minneapolis to Superior, Wisc., one way; **August 11,** Duluth to Superior round trip each day; **August 12,** Brainerd, Minn., to Staples, Minn., round trip; **August 13,** Fargo, Minn., to Grand Forks, Minn., round trip; **August 14,** Fargo to New Rockford, N.D., to Minot, N.D., one way; **August 15,** Minot to Williston, N.D., one way; **August 16,** Glendive, Mont., to Forsyth, Mont., one way; **August 17,** Forsyth to Glendive, one way; **August 18,** Glendive to Dickenson, N.D., to Mandan, N.D., one way; **August 19,** Mandan to Jamestown, N.D., one way; **August 21,** Willmar, Minn., to Milbank, S.D., to Aberdeen, S.D., one way; **August 23,** Aberdeen to Milbank to Wilmar, one way; **August 24,** Wilmar to Minneapolis, one way; **August 27,** Minneapolis to LaCrosse, Wisc., one way; **August 28,** LaCrosse to Savanna, Ill., to Cicero, Ill., one way; **August 29,** Cicero to Downers Grove, Ill., three round trips; **August 30,** Willow Springs, Ill, to Joliet, Ill., three round trips; **September 1,** Willow Springs to Chillicothe, Ill., to Fort Madison, Iowa, one way; **September 3,** Kansas City to Topeka, Kan., one way; **September 5,** Topeka to Emporia, Kan., round trip; **September 6,** Topeka to Kansas City, round trip; **September 7,** Topeka to Emporia, round trip.

OELWEIN, IOWA, August 15. Railroad Day of Oelwein featuring displays and vendors at the Railroad Museum. Information from Hub City Heritage Corporation, P.O. Box 300, Oelwein, IA 50662; 319/283-3329.

TENNESSEE VALLEY RAILROAD MUSEUM, 4119 Cromwell Road, Chattanooga, TN 37421 (423/894-8028) is sponsoring the following *Dixie Land Specials* departing from Chattanooga into northwest Georgia via Chattooga & Chickamauga Railway's ex-Central of Georgia main line powered by RDC's, 2-8-0 610 or GP7L 1829. Ticket prices are for coach and most include dinner in the diner. Pullman seating or office car charter available at higher cost.
August 15, to Kensington and LaFayette, "Silverliner Milemaker," $59, RDC.
September 26,to LaFayette "Rail to Wings" airshow, $50, diesel.
October 3, 10, 17, 18, 24, 25, 31 and November 7, to Trion,$62, 610.
December 12-13 and 19-20, to Chickamauga's Gordon Lee mansion; trips depart 3:30pm, include dinner; $56, diesel.

MONTICELLO RAILWAY MUSEUM, Box 401, Monticello, IL 61856 (217/762-9011) will hold the following special events:
August 15, 16, 22 and 23, Thomas the Tank Engine.
September 19-20, Railroad Days with freight trains.
October 23-25 and 30-31, Ghost Train and haunted car.
November 7-8, Throttle Time (learn to operate a locomotive; reservations required).

FLINT, MICHIGAN, August 15-16. 17th Annual Huckleberry Railroad Railfans Weekend at Crossroads Village sponsored by the Friends of the Huckleberry Railroad, 11:30am-5:30pm. Steam powered narrow gauge railroad, shop tours, railroad show & sale, Saturday night photo session, more. Admission $9 daily, seniors and childrens rates available, two-day railfan pass available. Information from Mid-Michigan Railway Historical Society, Inc., P.O. Box 79, Flint, MI 48501; 800/648-PARK.

REVELSTOKE, BRITISH COLUMBIA, August 28-30. Railway Days featuring CPR equipment displays, photo contest, guided photography tours of area rail sites, slide shows, picnic and more. For more information contact Revelstoke Railway Days, P.O. Box 2398, Revelstoke, B.C., Canada, V0E 2S0; 250/837-5345 or 250/837-3337.

TEXAS STATE RAILROAD (P.O. Box 39, Rusk, TX 75785; 800/442-8951 or 903/683-2561) will host behind-the-scenes tours of the shops at Rusk at 3pm on **August 29** and **September 26.** The tours are free.

TOPEKA, KANSAS, September 4-7. Topeka Railroad Days with excursions, displays including Milwaukee Road 4-8-4 261. More details as they become available.

SCRANTON, PENNSYLVANIA, September 4-7. Rail Expo '98 at Steamtown National Historic Site. Event includes double-headed steam excursions, night photo session, vintage diesels, shop tours, scale live steam and visiting equipment. For more information contact Steamtown National Historic Site, 150 South Washington Avenue, Scranton, PA 18503; 888/856-2345; *www.cs.uofs.edu/~steamtwn.*

ROCKHILL, PENNSYLVANIA, September 5-7. Old Fashioned Trolley Weekend at the Rockhill Trolley Museum. Ride streetcars from Johnstown, Philadelphia, York, Brazil and Portugal. Car barn tours and more. Information from 814/447-9576.

BOSTON, MASSACHUSETTS, September 5-7. Labor Day weekend in Lake Placid including Amtrak's *Adirondack,* lake cruise, more. Information from Mystic Valley Railway Society, Inc., P.O. Box 365486, Hyde Park, MA 02136; 617/361-4445.

DALLAS, TEXAS, September 5-7. Convention of the Electric Railroaders' Association. Full convention package (including Saturday banquet) for $75, or tours can be purchased separately. Information from ERA, Inc., P.O. Box 3323, New York, NY 10163-3323. Convention activities include:
September 5, tour of Dallas-Fort Worth International Airport people mover and Fort Worth's Tandy subway; **September 6,** Trinity Express and DART light rail; **September 7,** McKinney Avenue Transit Authority heritage streetcar line.

VISTA-DOME PRIVATE RAIL CAR TRIPS will operate from Chicago on the following dates. Fares range from $900 to $1400 including private sleeping accommodations and meal service in the dome. For more information contact David or Jane Olson at 217/243-5606.
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WISCONSIN & SOUTHERN RAILROAD will be running the following special trips in Wisconsin using E9A locomotives and streamlined passenger cars. Some trips will offer first class accommodations. For more information contact Wisconsin & Southern Railroad, Passenger Department RF, 5300 North 33rd Street, Milwaukee, WI 53209-9229.
September 12, Junction Function Day with hourly trips from Milton Junction to the Rock River Bridge near Edgarton.
September 18-20, Cheese Days with hourly trips between Monroe and Juda.

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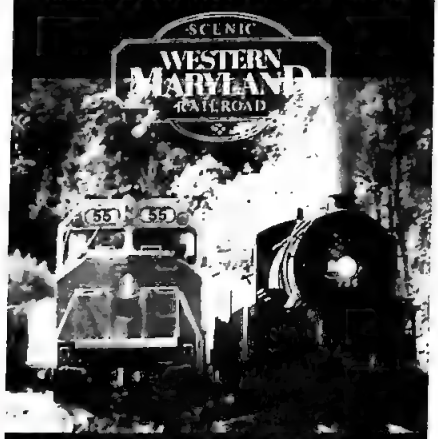

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October 3-4, Fall Color trips from Madison, destination to be determined.
October 10, November 7 and 21, *Badger Limited* will run three trips per day from Milton Junction to Madison for University of Wisconsin football games.
November 28-29, Santa Train will depart Middleton for Madison and Cross Plains, with one trip each day to Mazomaine.

WHIPPANY, NEW JERSEY, September 12-13. Railroad Festival '98 at the Whippany Railway Museum featuring Railroads and the Military. Train trips, historic and modern military equipment displays, night photo session. Train trips depart hourly noon-5pm, fare $7, under 12 $4, tickets available day of the event. Night photo session $15, tickets ordered in advance from URHS, P.O. Box 711, Clark, NJ 07066. Information from Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981; 973/887-8177; *www.interactive.net/~paultup/wrym.html.*

ST. CONSTANT, QUEBEC, September 12-13. Steam Weekend at the Canadian Railway Museum featuring 28 locomotives on display, many outdoors. Highlights include the *John Molson* in operation, scale live steam and a night photo session directed by R&R's Steve Barry. Weekend pass US$15, night photo only $10 from Canadian Railway Museum, 120 St. Pierre Street, St. Constant, Quebec, Canada, J5A 2G9; 514/638-1522.

BOSTON, MASSACHUSETTS, September 12-19. *New England Fall Foliage Express* luxury train to railroad attractions in Maine, New Hampshire, Vermont, Connecticut and Rhode Island. Attractions include Conway Scenic and Mt. Washington Cog Railway. All travel during daylight, some segments of journey covered by motorcoach, all nights in hotels. Fare $2199 per person, double occupancy, includes all transportation, lodging, all attractions an most meals. Information from Great Train Escapes Rail Tours, Inc., 6417-A Fauntleroy Way SW, Seattle, WA 98136; 800/895-2554.

FOX RIVER TROLLEY MUSEUM, P.O. Box 315, South Elgin, IL 60177-0315 (847/697-4676) will hold the following special events. Admission $2.50 adults, $2 seniors, $1.50 kids 3-11, under 3 free.
September 13, Fox River FolkFest (admission $1 extra).
October 4 and 11, Fall Foliage caboose rides.
October 24-25, Pumpkin Trolley (admission $.50 extra).
October 31, Haunted Trolley.

SKAGWAY, ALASKA, September 17-20. White Pass & Yukon Spectacular '98 with three charter trains, plenty of photo runbys, steam to White Pass summit, more. Prices start at $945, information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870.

DURANGO, COLORADO, September 19. 9th Annual Photographer's Special on the Durango & Silverton Narrow Gauge. Photo opportunities of special train and regular trains. Tickets $75 (specify closed coach or open gondola seating) from Durango & Silverton Narrow Gauge Railroad, 479 Main Avenue, Durango, CO 81301-5494; 888/TRAIN-07.

HOBOKEN, NEW JERSEY, September 19. Erie Streamliner Excursion to Suffern, N.Y., and Hackettstown, N.J., behind Erie E8 locomotives sponsored by the United Railroad Historical Society of New Jersey. Numerous photo stops. Fare $37 adults, $20 kids 11 and under, parlor car $79. Tickets and information from URHS-NJ, P.O. Box 711, Clark, NJ 07066-0711. Credit card users can phone 732/671-9644 (evenings).

KAMLOOPS, BRITISH COLUMBIA, September 19. Railway Days sponsored by Kamloops Model Railroaders and 2141 Locomotive Restoration Society at CNR Heritage Station, 10am-5pm. Locomotives and rolling stock from CPR, CNR and Rocky Mountain Railtours, plus model railroad displays and swap meet. Admission $3, family maximum $5. For information call Bud Forbes at 250/573-3430.

TEMPLE, TEXAS, September 19-20. Annual Texas Train Festival sponsored by the Railroad & Pioneer Museum. Craftsmen, music, Civil War reenactments, train robberies and more. Admission $1, under 6 free. Information: Railroad & Pioneer Museum, P.O. Box 5126, Temple, TX 76505; 254/298-5172; *mirving@ci.temple.tx.us.*

AKRON, OHIO, September 19-20. Diesel powered round trip to Pittsburgh each day over CSX and Conrail. Coach fare $79, tickets and information from Orrville Railroad Heritage Society, P.O. Box 11, Orrville, OH 44667; 330/683-2426 weekdays 1pm-5pm.

BLACK RIVER & WESTERN RAILROAD (P.O. Box 200, Ringoes, NJ 08551; 908/782-9600) is sponsoring the following special events. Contact the railroad for more information.
September 19-20, Train robberies; adults $8, kids 3-12 $4.
November 27-29, December 5-6 and 12-13, *Santa Express;* adults $8, kids 3-12 $4.

TOUR CANADA BY RAIL WITH CARSTENS, September 22-October 3. Join R&R publisher Hal Carstens and Phyllis Carstens on a rail tour on VIA's *Canadian.* Trip departs New York on Amtrak's *Adirondack.* Tour Montreal, the Canadian Railway Museum, Toronto, Banff, Lake Louise, Vancouver, BC Rail Dinner Train, more. Fare $3250 double occupancy, $3800 single occupancy. Information from World Rail Travel Specialists, Inc., P.O. Box 205, Walterville, OR 07489.

BLOOMINGTON, INDIANA, September 25-27. Monon Railroad Historical-Technical Society 1998 Annual Convention with bus tour of Monon from Bloomington to French Lick, Ind., banquet, photo contest, more. For more information contact Tom Rankin, 31 East Wildwood Dr., Round Lake Beach, IL 60073-2042; 847/546-2728.

LINCOLN, NEW HAMPSHIRE, September 26-27. White Mountain Central Railroad Steam Weekend featuring Climax, Heisler and Porter locomotives plus steam rollers, a steam shovel, a steam fire pumper and more. Admission $7, kids 3-5 $2, under 3 free. Information from White Mountain Central Railroad, P.O. Box 1, Lincoln, NH 03251; 603/745-8913; *www.clarkstradingpost.com.*

CHAMA, NEW MEXICO, September 28-29. Cumbres Fall Colors Spectacular on the Cumbres & Toltec Scenic Railroad. Double-headed Mikados, special photo freight, plenty of runbys. Tickets are $645 per person, information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870.

ELY, NEVADA, October 3-4. Nevada Northern Spectacular with charters on Keystone and Hiline routes, steam double-header, freight and passenger consists, plenty of runbys. Tickets are $425 per person, information from Trains Unlimited, Tours, P.O. Box 1997, Portola, CA 96122; 530/836-1745 or 800/359-4870.

WILLIAMS, ARIZONA, October 2-4. Railfan Weekend on the Grand Canyon Railway. Freight train with Mikado 4960, double-headed passenger train with 4960 and Consolidation 18, A-B-A FA's on regular train. Friday night photo session conducted by Mike Del Vecchio at the depot and out on the line, Saturday banquet featuring J. David Conrad. Information from Grand Canyon Chapter NRHS, P.O. Box 391, Williams, AZ 86406; 800/843-8723.

ALTOONA, PENNSYLVANIA, October 3-4. 4th Annual Railfest at the Railroaders Memorial Museum. For a free brochure contact the museum at 1300 9th Avenue, Altoona, PA 16602 or phone 814/946-0834 or 888/425-8666.

HAMMONTON, NEW JERSEY, October 10. The Haluwasa Shore Line Railroad presents Railfest on its two-foot gauge line. For information contact Haluwasa Shore Line Railroad, 377 South Ehrke Road, Hammonton, NJ 08037; 609/561-3081.

HOBOKEN, NEW JERSEY, October 10, 11, 17, 18, 31 and November 1. Steam-powered trips to Port Jervis, N.Y., behind Chesapeake & Ohio 614. Adult fares $75, children $50.Tickets and information from Iron Horse Enterprises, 1 Railroad Avenue, Lebanon, NJ 08833; 908/236-2200; *www.chessie614.com.* Visa/MC accepted.

GREEN BAY, WISCONSIN, October 10-17. Shenandoah Mountain Autumn Amtrak Tour from Milwaukee (bus connection from Green Bay) to Charlottesville, Virginia, and New Orleans via the *Cardinal, Crescent* and *City of New Orleans.* Price $1150 per person, double occupancy, includes first-class accommodations on Amtrak. Information from the National Railroad Museum at 920/437-7623; *staff@nationalrrmuseum.org.*

NORTH CONWAY, NEW HAMPSHIRE, October 17-18. 24th Annual Railfan Weekend at Conway Scenic Railroad. Six historic diesels and 0-6-0 7470 in operation. Passenger, freight and mixed trains, night photo session hosted by Les MacDonald. For complete information contact Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860; 603/356-5251.

BELLEVIEW, OHIO, October 17-27. Rail and bus tour of Maryland, West Virginia and Pennsylvania featuring Western Maryland Scenic, Potomac Eagle, Cass Scenic, Kingwood Northern and Amtrak around Horseshoe Curve sponsored by Mad River & NKP Railroad Society. Information from Uptown Travel, 212 West Main Street, Bellevue, OH 44811; 800/837-8785.

PACIFIC COAST TRAIN ADVENTURE on Amtrak's *Coast Starlight* with R&R columnist Jim Porterfield will be run from October 22-29. Packages include airfare, *Spirit of Washington* dinner train, first class service on Amtrak. For a free brochure call Holiday Vacations at 800/826-2266.

NORTH BERGEN, NEW JERSEY, October 24-25 and November 7-8. Steam powered trips to Warwick, N.Y., behind NYS&W 2-8-2 142 each day sponsored by the NYS&W Technical & Historical Society. Additional boarding at Hawthorne and Pompton Lakes, N.J. Coach fare $40 adult, $30 kids. First class available for $150, deluxe coach $60. Tickets ordered by phone at 877/TRAINRIDE or on-line at *www.nyswths.org.* Visa/MC accepted.

LOS ANGELES, CALIFORNIA, October 26-November 5. Pacific Railroad Society will take its sleeper and dome-diner to the AAPRCO convention in Albuquerque, N.M. All private-car train from Los Angeles to Grand Canyon, Santa Fe, Albuquerque, Carlsbad and El Paso. Refundable deposit of $50 holds space until plans and price are finalized. Make checks payable to Pacific Railroad Society and mail to B.L. Sibert, 777 East Valley Boulevard #70, Alhambra, CA 91801; 626/570-8651.

DURANGO, COLORADO, December 5. Mixed train on the Durango & Silverton Narrow Gauge Railroad with locomotive and all equipment authentically lettered Rio Grande sponsord by Rocky Mountain Railroad Club. Multiple photo runbys. For more information contact RMRRC, Trip Committee, P.O. Box 2391, Denver, CO 80201.

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Myanmar, December 26-January 10. Main line steam charters and scheduled branch line trains.

RAILROADIANA MEETS

CHARLOTTE, NORTH CAROLINA, July 11. Southeastern Railroadiana Collectors 3rd Annual Railroad Collectibles & Model Train Show at Metrolina Expo Center, 7100 Statesville Road, 9am-4pm Admission $4, under 13 free. Information: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

GREENBERG'S Great Train, Dollhouse & Toy Show will be held at the following locations on dates listed. Saturdays 11am-5pm., Sundays 11am-4pm. Admission: $5 adults, $2 children 6-12 unless otherwise noted Contact: Greenberg Shows, 7566 Main Street, Sykesville, MD 21784; 410/795-7447.

September 19-20, Lebanon, Penn., Valley Expo Center.

September 19-20, San Mateo, Cal., County Expo Center.

September 26-27, Hempstead, N.Y., Hofstra University.

GILBERTSVILLE, PENNSYLVANIA, August 9. Gilbertsville Train-O-Rama at Gilbertsville Fire House, Route 73 east of Route 100, 9am-2pm. Admission $3, kids under 12 free with adult. Information: Mary Preudhomme, 233 Long Lane Road, Boyertown, PA 19512; 610/367-7857.

NASHVILLE, TENNESSEE, August 16. Tennessee Central Railway Museum's 6th Annual Railroadiana Show & Sale at the Tennessee State Fairgrounds, Vaughn Building, 9am-3pm. Admission $4, family maximum $10. Information from Terry Bebout, 709 North Lake Circle, Brentwood, TN 37027-7844; 615/781-0262.

ATLANTA, GEORGIA, August 22. Southeastern Railroadiana Collectors' 21st Annual Railroadiana Collectibles/Model Train Show at Georgia International Convention Center, south of Atlanta Airport, 9am-4pm. Admission $5, under 13 free. Information: John Martin, 4183 Paran Pines, Atlanta, GA 30327; 404/233-7991.

WHITE RIVER JUNCTION, VERMONT, September 12. 6th Annual Chamber of Commerce Glory Days of the Railroad Festival & 3rd Annual Smith-Thompson Model Railroad & Railroadiana Show at the downtown depot and American Legion Post, South Main Street, 9am-5pm. Festival free, model railroad show admission $3 adults, $1 seniors and kids 5-12, under 5 free. Possible excursion train being negotiated. Information: Smith-Thompson, P.O. Box 828, White River Junction, VT 05001; 802/296-3001; e-mail *rrgifts@sover.net.*

ENNIS, TEXAS, September 12-13. Festival of Trains Show & Sale sponsored by Friends of the Museum at Sokol Hall, 2 miles east of I-45 on Highway 34, Saturday 10am-5pm, Sunday 12pm-4pm. Admission $5, seniors 65 and over $4, kids under 12 free with adult. Information: Ron Spellman, 1202 Bluebonnet Hill Drive, Ennis, TX 75119; 972/875-1554.

SCHENECTADY, NEW YORK, September 19. Railroad Round-Up Railroadiana & MOdel Train Show at Center City, 9am-4pm. Tours of locomotive manufacturer Super Steel Schenectady on a first-come basis. Admission $3, kids 6-12 $1. Open house at SChenectady Model Railroad Club. Information: Schenectady Heritage Area, City Hall, Schenectady, NY 12305; 518/382-5147.

PEORIA, ILLINOIS, September 20. Peoria Train Fair sponsored by Illinois Valley and River City Railroad Clubs at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free. Information: Bob Lehman, 21 West Rutledge, Bartonville, IL 61607; 309/697-3012.

LYNNWOOD, WASHINGTON, September 20. 20th Annual Sooper Swap Meet & Train Show sponsored by Swamp Creek & Western Railroad Club at the Scribner Lake School Gym, 19400 56th Avenue West, 11am-4pm. Admission $4, kids under 12 $1. Information: SC&W RR Club, 211 Railroad Avenue, Edmonds, WA 98020.

MISSOULA, MONTANA, September 20. Missoula Model Railroad Club Train Show at Big Sky High School, 3100 South Avenue W, 10am-4pm. Admission $2, under 12 $.50. Information: Bill Taylor, 917 Parkway Way, Missoula, MT 59803; 406/721-2351; e-mail *btaylor@montana.com.*

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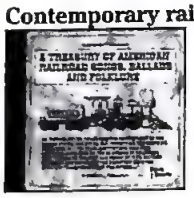


One of the finest compilation of railroad songs I have ever heard is Shiloh Records' *A Treasury of American Railroad Songs, Ballads and Folklore.* And while the title may seem somewhat intimidating, sounding like something that should have been issued by the Smithsonian or American Heritage, the 20 songs on this compact disc are pure listening pleasure.

Most of the songs in this collection are done in a country style — not the "thump-thump" recycled '70s rock of today's "hot country," but a more traditional sound. Many of the songs reminded me of a style akin to that of the Nitty Gritty Dirt Band or Ricky Skaggs — country with a serving of bluegrass on the side.

Four of the titles are instantly recognizable to almost anyone — *"Wabash Cannonball,"* "The Night They Drove Old Dixie Down," *"Orange Blossom Special"* and Steve Goodman's legendary *"City of New Orleans."* Of the other 16 cuts, 14 are newly written.

Highlights of this album include the smooth sound of "The Canonball," the Doug Kershaw-sounding "Cajun Train" and the two-step beat of "Lordsburg Ladies." Larry Robinson's delivery of "Navisky" is fantastic — the story of a passing track where trains go in and never seem to come out. "Navisky" was written by Glenn Foster who works for the Santa Fe, and you can tell by the lyrics that he's lived the song. "Verde Valley Line" was written by Rob Bohanon, president of the Arizona & El Paso Railroad. The lyrics of the new songs let you know that they were written by railroaders, or at least people who know a lot about railroads. "The Ballad of the Frisco" even mentions the Burlington Northern merger of 1981 (are there any other songs that mention BN?).

The most Ricky Skaggs-sounding artist on the album is Wayne Moore with "Green-light on the Southern," "Old Train" and "Greenville Trestle." The harmonies are crisp and the acoustic instruments are outstanding. Wayne also contributes "Frisco's Tommy Tucker" and "Ballad of the Frisco," which have a more traditional country, less bluegrass-influenced sound.

"Old Horny Toad," written by Glenn Foster and sung by Wayne Moore, recounts a young man's dream of becoming a brakeman, starting out as a clerk and moving up through the ranks. "John Santa Fe," also written by Glenn Foster and performed by Greg Harris, has a decidedly old-time country sound to it, as does "*Pan American* Boogie." "North Coast Daylight" has a driving rockabilly beat somewhat like that of Elvis Presley in his Sun Records years.

Interestingly, *"Orange Blossom Special"* is done as an instrumental — not as a fiddle tune as written by Ervin Rouse or even as a harmonica song as Johnny Cash made it in his live shows, but as a banjo tune. "The Night They Drove Old Dixie Down," which I've always considered not really a train song, is well worth a listen thanks to the sweet vocals of Jamie Olsen.

Get this CD, make a tape of it if your car isn't CD player equipped (or just buy the cassette version), and pop it in on your next railfanning trip. The CD costs $12.98 (the cassette is $8.98) plus $2.00 shipping (California residents add 7.75% sales tax) from Shiloh Sales, 31878 Del Obispo Road, Suite 118-479, San Juan Capistrano, CA 92675. Credit card users (Visa/MasterCard) can call 949/443-6084. It's a marvelous set of songs. I know I'll be playing Jamie Olsen singing "Hobo's Lullaby" as I pull into the garage after a long trip many times in the future — *S.B.*

TLC roster quartet

TLC Publishing has recently released a series of hardcover books that examine in detail the equipment rosters of four well known railroads. Accurate roster data is crucial in productive research and we have already used some of the books in putting together RAILFAN & RAILROAD editorial material. For those readers who are followers of Louisville & Nashville, Western Pacific, Nickel Plate Road and Lackawanna, these books will be a valuable addition to your collections. They should also be in the libraries of all other railfans who do roster research, write articles, enjoy steam and diesel lineage and like a quality product. To make a long story short, these books would be a wise investment for any railfan.

First up is **Louisville & Nashville Diesel Locomotives** by Charles B. Castner, Ronald Flanary and Lee Gordon, which retails for $26.95. The book is 168 pages and features both black & white and color illustrations along with comprehensive rosters which are broken down into classes and cover all aspects of L&N dieselization. Dispositions, diagrams and many official L&N photos are presented. In addition, there's great background information about the L&N and its motive power policies and assignments in the early steam-to-diesel transition years up to the late 1970s. This is an ideal book for both diesel fans and L&N enthusiasts.

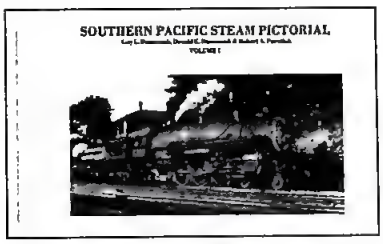
Nickel Plate Road Diesel Locomotives is 124 pages in length with 200 black & white and color photos and is authored by Kevin J. Holland with a forward by Louis A. Marre. It retails at $26.95 and is a gold-mine of information about how, when and why the Nickel Plate replaced their steam power with diesels. Beginning with the delivery of the first Alco S2s in 1942 and ending with the final order of one GP35 in 1964, this book covers it all. Kevin Holland tells the complete story of NKP's dieselization and traces the history of all its diesel locomotives down to and after the N&W merger. Illustrations include official Willis A. McCaleb NKP photos, builders photos and the work of many excellent railfan photographers. This book will certainly be the last word on the diesel fleet of the New York, Chicago & St. Louis Railroad.

Western Pacific Locomotive & Cars by Patrick C. Dorin totals 128 pages and

sells for $24.95. This book is a general treatment of te steam and diesel locomotives, passenger, freight and work cars used by the Western Pacific generally in the post-1930 period. It also contains copious roster and background historical data. Generally, each mechanical diagram has an accompanying photograph which should be a very valuable tool for modelers. A color section helps round out this very good and very inexpensive treatment of a favorite Western railroad.

Lackawanna — Superpower Railroad of the Northeast by Robert A. LeMassena contains 102 pages, with black & white illustrations and retails for $26.95. The book takes an in-depth look at the Delaware, Lackwanna & Western Railroad's modern steam roster. The book is organized along a time line beginning in 1912 and concluding with the finale of steam on the road in 1953. Many vintage photographs of the locomotives in service, combined with builders' photos and vast amounts of technical information make this book a must for students of the Lackawanna and steam fans alike. The photography is centered on the east end of the railroad and does not go much west of Scranton, but the subject, steam power, is covered in great detail.

All of the books are available directly from TLC Publishing (see their ad this month on **page 3**), 1387 Winding Creek Lane, Lynchburg, VA 24503-3776 — *C.K.*



Classic SP steam

Southern Pacific Steam Pictorial Volume I, by Guy L. Dunscomb, Donald K. Dunscomb and Robert A. Pecotish, published by Guy L. Dunscomb, Donald K. Dunscomb and Grant Milford; available from Guy L. Dunscomb, 2502 Fremont Avenue, Modesto, CA 95350; 154 11"×17" pages, black & white, hardcover, $95.00 postpaid.

This is one awesome book! There probably isn't a more respected name than Guy Dunscomb when it comes to SP motive power, and this venture will only enhance his reputation. Guy began photographing SP locomotives at Santa Cruz in 1932 and has created and collected photos ever since. In this self-published high quality volume, he teams up with son Donald and friend Bob Pecotich to illustrate the low-numbered classes of the smaller SP steam locomotives, ranging from the 1000-series 0-6-0s of 1888 and 1200-class 4-4-0s of 1868 through Moguls and Ten-Wheelers to Pacifics and Consolidations.

The format of the book is huge, opening up to a spread of nearly three feet! The black & white photo reproduction is universally excellent, and the layout by Donald Dunscomb is clean, stylish and attractive. The captions are detailed, authoritative and thorough, and the text is

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South Amboy, NJ to New York City.....7
New Haven, CT to Providence, RI.....9A
Providence, RI to Boston, MA.....9B
New Haven, CT to Springfield, MA.....10B
Bay Head Jct. to Matawan, NJ.....11
Raritan to Newark, NJ.....12
Washington, D.C. to Philadelphia, PA.....13
Philadelphia to Penn Station, NY.....14
New York City to New Haven, CT.....15
Denver to Grand Junction, CO..(4 Parts)....17A,B,C,D
Sparks, NV to Oakland, CA..(4 Parts).....18A,B,C,D
White Fish to Havre, MT..(2 Parts).....19A,B
Chicago, IL to Valparaiso, IN.....20A
Fort Wayne to Valparaiso, IN.....20B
Pittsburg to Sutersville, PA.....20-3
Sutersville to Indian Creek, PA.....20-4
Indian Creek to Rockwood, PA.....20-5
Rockwood to Hyndman, PA.....20-6
Hyndman to Stuart Tunnel.....20-7
Stuart Tunnel to Martinsburg, WV.....20-8
Martinsburg to Dickerson, MD.....20-9
Dickerson to Washington, DC.....20-10

Jackson to Kalamazoo, MI.....21C
Chicago, IL to Michigan City, IN.....21-4
Michigan City to Kalamazoo, MI.....21-5
Albany to Croton-Harmon, NY.....22A
Croton-Harmon to Grand Central Terminal, NY....22B
Albany, NY to Pittsfield, MA.....23A
Pittsfield to Springfield, MA.....23B
Springfield to Worcester, MA.....23C
Worcester to Boston, MA.....23D
Enola, PA to Shocks Mills Bridge.....24A
Shocks Mills Bridge to Holtwood, PA.....24B
Holtwood to Port Deposit, PA.....24C
Port Deposit, PA to Amtrak "OAK" interlocking....24D
Chicago to Miller, In.....25A
Miller to Michigan City, IN.....25B
Michigan City to South Bend, IN.....25C
Atlanta, GA to Meridian, MS.(5 Parts)30-1-2-3-4-5-6
Franklin , MA to South Station plus Highlights.....36
North Station to Fitchburg, MA.....37
Rockport, MA to North Station.....38
Attleboro, MA to So. Sta. & Lowell to No. Sta.....39
Ipswich, MA to No. Sta. & Stoughton to So. Sta...40
No. Sta. to Haverhill,MA&Framingham to So. Sta..41
Richmond to Alexandria, VA..(4 Parts).....48-1-2-3-4
Atlantic City to Atco, NJ.....53A
Atco, NJ to 30th Street Station, Philadelphia.....53B
Hoboken to Gladstone, NJ.....58

Hoboken, NJ to Suffern, NY..(Erie Main Line).....61
Hoboken, NJ to Spring Valley, NY.....62
Suffren to Campbell Hall, NY.....63A
Campbell Hall to Port Jervis, NY.....63B
Hoboken to Montclair, NJ.....67
Hoboken to Netcong, NJ.....68
Chicago Union Station to Aurora, IL.....72
Elwyn to Wayne Junction, PA.....73
Wayne Junction (Phila.) to West Trenton, NJ.....74

Lindenwold, NJ to Philadelphia, PA.....71
69th Street Phila. to Norristown.....46
Media Sharon Hill Line to 69th Street.....50
Groton, CT to Gardner, MA 4 parts).....81-1-2-3-4
Providence, RI to Worcester, MA.....82
Jamaica to Speonk, NY.....85
Babylon to Patchogue & return.....86
Pt. Jeff. to Hunt. & Jamaica to L.I. City.....89
Long Beach to Los Angeles, CA.....91
Greenport to Ronkonkoma, NY.....102
Ronkonkoma to Jamaica, NY.....103
Jamaica to Speonk (via Main Line).....104
Speonk to Montauk, NY.....105
Anchorage to Fairbanks, AK (7 parts) 95-1-2-3-4-5-6-7
Meadows Yard to Dover, NJ.....94
Jamaica to Oyster Bay, NY.....111
Penn Sta. to Cold Spr. Harbor, NY.....112
Cold Sp. Harbor to Pt. Jefferson, NY.....113
New London to Willimantic, CT.....119
Willimantic, CT to Palmer, MA.....120
Brattleboro, VT to Walpole, NH.....122
Palmer, MA to Brattleboro, VT.....123
St. Albans to Northfield, VT.....124
Northfield to Hartford, VT.....125

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intriguing in its insight and honesty.

And the photos speak for themselves. While primarily "classic" roster shots, many are "posed" action or engine terminal views with fascinating surroundings. The individual locomotives were selected for their "typicalness" or unusual variations or simply the quality of their images. A large number of these images were gleaned from the collection of Tillamook branch enginemen H.L. and H.H. Arey, whose photography dates back to 1901! Each photo is presented one per page, usually in a full 7"×15" format, accompanied by a richly detailed caption describing both the specific scene and the significance of the locomotive. For instance, on page 129 is a typical right side roster view of 2-8-0 2868 at Bayshore on November 6, 1956. This was one of the former-Cotton Belt Consolidations that found their way onto the SP proper, but the caption reveals the 2868 to be the last steam locomotive ever added to the SP roster (one would have expected a Daylight or Cab-Forward) and one that, in spite of the in-service appearance of the photo, never had a fire in her as an SP locomotive!

In addition to the individual locomotive views, three appendices detail the history of SP tenders and steam locomotive appliances (such as feedwater heaters and boosters), and a surprising piece on boiler jackets. About the only thing missing from this book is a tabular roster, though one suspects that all the data is there in the captions if you read close enough.

Though there is little hint of what to expect in future volumes, one can only hope that this is just the beginning — *Jim Boyd.*

TRACTION PUBLICATIONS by Joe L. Diaz

Cincinnati Streetcars No. 10 to the End of Track by Wagner and Wright with Tom McNamara, available from Valley Car & Coach, 55 Woodsdale Avenue, Cincinnati, Ohio 45216-1113; $10.00; softbound, 8½"×11", 75 pages.

This is the final volume in a long running series which, over a period of years, has described the origins and operation of streetcars in Cincinnati, all illustrated in great detail. With the passing of Messrs. Wagner and Wright, the series is now complete.

This softbound volume with interesting color covers contains 194 black & white photos excellently reproduced, detailing the operation through its final years. Cincinnati was a varied and fascinating system. There is good coverage of the operation through its final years and the large degree of variation of the car equipment is well covered by photos and a detailed listing by number series, which will insure close examination by the reader. This complete coverage adds much to the pleasure of this volume. Work equipment and its operation is well covered also.

There are also the many conversions of the car fleet, detailed by numbers. Unfortunately, no detailed maps of the car lines or routes are included. Despite this omission, the reader will find much to enjoy in this neatly done volume. The work equipment and its operation is well covered also.

Also included are very modest reproductions of tickets and transfers. This reviewer recommends your careful examination and consideration. It is well worth both — *Joe L. Diaz.*

Green County's Depot Days

Celebrating rail heritage in Wisconsin

by Charles Heraver

GREEN COUNTY in south central Wisconsin, hosted its second annual Depot Days on the weekend of April 24-26, 1998. Just north of the Illinois state line, Green County is rolling hills and lots of dairy farms. In these rural areas, an event like Depot Days is a big thing. Many Green County depots still stand, and many now house a local historical society.

Of the nine Green County communities, five still have their depots. Most of the structures are on the former Milwaukee Road (later Wisconsin & Calumet and today the Wisconsin & Southern) branch from Janesville to Mineral Point, via Brodhead and Monroe. The line west of Monroe was abandoned before the W&S purchased the W&C.

charles heraver

WISCONSIN & SOUTHERN E9A 10C passes the station at Judah, Wisconsin, on April 25, 1998, during Green County's Depot Days.

At Monroe, the Illinois Central's Gruber Line to Madison crossed the Milwaukee on a bridge. Most of this line is now abandoned, except for several short spurs. The W&S operates short segments in Madison and Monroe. This line had a tunnel north of Monroe, between Monticello and Belleville. The W&C embargoed the tunnel a few years before the W&S purchase. Not to be deterred by an abandoned line, as part of Monticello's celebration of Depot Days, the town had speeder rides and walking tours of the nearby tunnel. Another C&NW line, from Beloit, Wisconsin, to Madison, passed through the northeast corner of Green County at Brooklyn. Unfortunately, this line has also been abandoned.

For Depot Days, all of the communities had displays of photos and artifacts. New Glarus has a two story ex-Milwaukee Road depot that is being restored. The historical society hopes to convert it into a Bed & Breakfast. This depot is on an abandoned Milwaukee branch that ran northwest from Brodhead.

The W&S ran public excursions from the beautifully restored brick depot in Brodhead, which is just inside Green County's eastern boundary. The local historical society also has Milwaukee H10-44 781 and a West Milwaukee-built horizontal rib bay window caboose on display behind the depot.

On Friday evening, April 24, 1998, W&S operated two evening excursions to Monroe. On Saturday and Sunday, eight hourly trips ran each day 6.5 miles west to the depot at Juda. This station is a little worn but still standing. Here, the crew switched ends and went back to Brodhead. The passenger train had W&S E9A 10C on the west end, leading three matching former UP coaches (*City of Horicon, City of Janesville* and *City of Milwaukee*). On the east end was W&S 1848 in its fresh Wisconsin Sesquicentennial paint. The train ran pull-pull style.

Despite overcast skies and the threat of thunderstorms, (rain did come a little later) Saturday's trips were well attended. One trip had 100 fares, and passenger counts of 70 and 80 were not uncommon. Tickets and souvenir could be purchased from the W&S's mobile ticket office, namely baggage car *Northern Pass,* spotted on the siding. Employee timetables, shirts, hats and custom decorated Athearn HO models were among the offerings.

bob gallegos

THE MONROE, WISCONSIN, DEPOT, formerly on the Milwaukee Road, has been relocated and is now a cheesemaking center.

The second annual Depot Days was clearly a success. The railfan community would be very fortunate indeed if this continues. The Wisconsin & Southern has more excursions planned for the summer of 1998, see TIMETABLE for details. Catch them if you can, because the W&S definitely knows how to run a passenger train!

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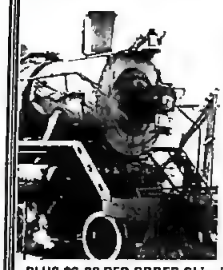

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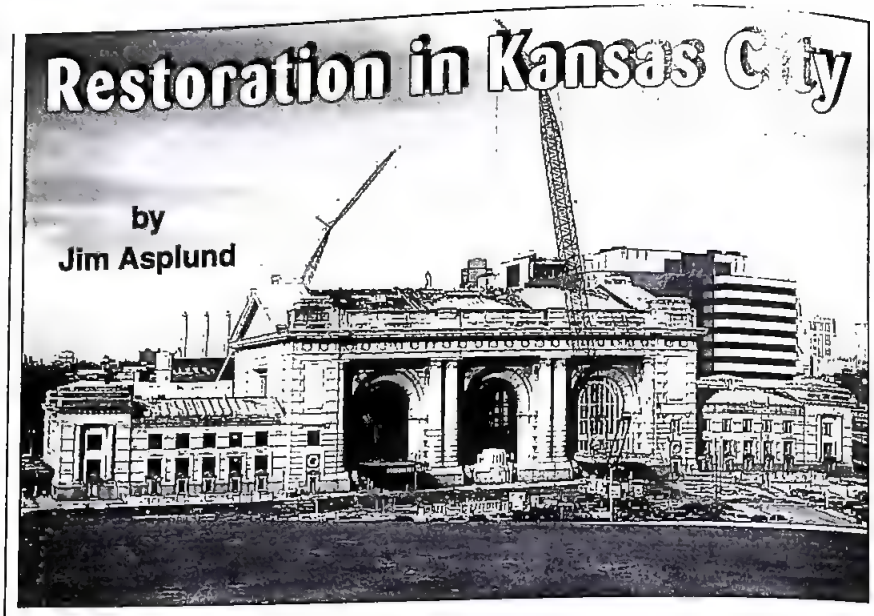
Restoration in Kansas City

by Jim Asplund



KANSAS CITY UNION STATION was getting a new roof on October 20, 1997, as part of a restoration project that could ultimately cost $225 million. The station, vacant since 1989, will house a new science museum, a Harvey House-style restaurant and shops. On April 23, 1998, the windows on the front of the station were being painted (**below**). It is hoped to have the restoration completed by late 1999.

ONE OF THE GREAT railroad stations in the United States, Kansas City Union Station, is finally getting the renovations promised for the site since 1974. After nearly a quarter of a century, the building is being remodeled to house Science City, a world class science museum. Other attractions at the refurbished station will include a Harvey House-style restaurant and shops. Much of the station's historic integrity will be maintained, with the Grand Hall under its 95-foot ceiling and the North Waiting Room, which is over 100 yards long, remaining outside the science museum and available to everyone.

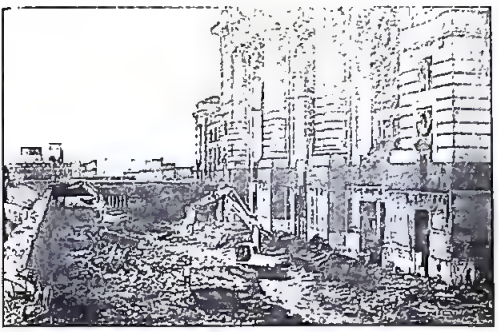
Kansas City Union Station was opened on October 31, 1914, when President Woodrow Wilson telegraphed a message declaring it the "great gateway to the west." When built, the station cost $5.7 million. By comparison, the current restoration will cost somewhere around $225 million.

Landmark years for Union Station included 1917 when traffic peaked with 79,368 trains passing through, including 271 in one day. At the end of World War II, 678,363 passengers passed through the station during 1945. By comparison, traffic had dwindled to 32,842 passengers in 1973, with only six trains each day using the station.

A developer purchased the station and surrounding land in 1974, promising to restore the structure that had been put on the National Register of Historic Places two years previous. Two office buildings were constructed on the land by the developer, but the station was left untouched. By 1983, the station was all but closed — Amtrak was housed in an inflatable bubble in the Grand Hall and a restaurant remained. Amtrak pulled out in 1985 and the restaurant left in 1989, leaving the station empty and unmaintained. In 1988 the city began legal proceedings against the developer. In 1994 the lawsuit was settled, with the non-profit Union Station Assistance Corporation assuming ownership.

Preservation efforts got a huge shot in the

three photographs: jim asplund



AS PART OF THE RESTORATION of Kansas City Union Station, the parking lot was being demolished on March 19, 1998. A new underground lot for 800 cars and a surface lot on the site of the adjacent railyards for 1000 cars will be built.

arm in 1996 when voters in four counties approved a referendum forming the Bistate Commission to oversee the restoration. As part of the referendum, a one-eighth-of-a-cent tax was approved which will provide $118 million in revenues. Johnson County, Kansas, as well as the Missouri counties of Jackson, Clay and Platt all approved the measure with a whopping 65% of the vote (only Wyandotte County, Kansas, voted it down). This is perhaps the first time a multi-county cultural district has crossed state lines. Another $25 million will come from federal funds and $90 million is being raised privately.

Plans for Science City include a domed planetarium, a 3-D I-Works theatre and a live stage theatre. In the evenings these three theatres will have non-science "mainstream" fare which, in conjunction with the many restaurants in the facility, will make Union Station a place to go for a night out.

One question that is asked is, "Why a science museum in the station?" Science centers have proven very popular across the country, so it's only logical that the Kansas City metro area should want one. Another goal of the city was the preservation and restoration of Union Station. Science City at Union Station allows both of these goals to be met. Some large-city stations have been restored with shopping malls contained in them, but malls have proven to be too trendy — they do well until a better mall is built across town. St. Louis and Indianapolis are two examples of restorations centered on malls that are now in trouble.

The station's railroad heritage will not be forgotten once Science City moves in. Negotiations are underway to bring Amtrak back into the facility. Additionally, a part of the museum called "Yesterday's Kansas City" will feature vintage rolling stock on two of the spurs remaining to the station. One of the project's corporate sponsors, Kansas City Southern, has agreed to store their business car train in the station when it isn't touring the system.

The station's long-term future is secure, as $40 million of the funds raised in the private sector will be put into trust for ongoing maintenance. This investment will provide about $2 million annually for upkeep.

Science City at Union Station is scheduled to open in late fall 1999. It is hoped that the millennium will be greeted by a large New Years Eve party under the famous Union Station clock.

Steamtown National Historic Site, Scranton PA

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TROLLEY MUSEUM
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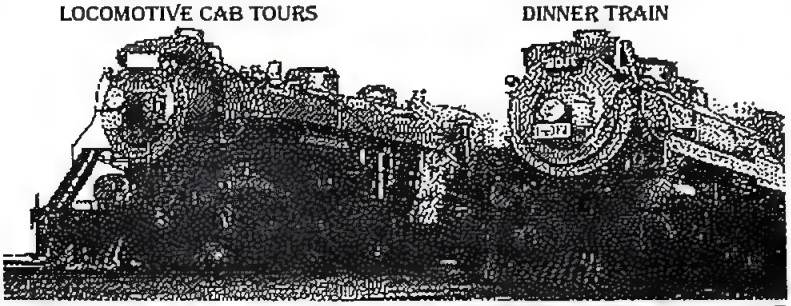

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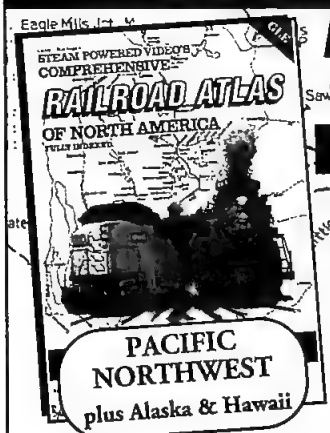

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Conrail Merger Approved

THE SURFACE TRANSPORTATION BOARD, in a 2-0 vote approved on June 8, 1998, CSX and NS' proposed division of Conrail. The STB is now expected to publish is written decision on the case on June 23, 1998. The deal will then become effective one month later on August, 22, 1998. After the effective date, CSX will become the nation's third largest railroad, with 23,100 miles of track. NS will become the fourth largest railroad with 21,400 miles. Both railroads combined will control almost all rail traffic from Montreal to Miami and from Boston to Kansas City — approximately 45,000 miles of track.

The approval did come with some concessions. CSX is required to allow Canadian Pacific access to New York City , must transfer some track in the Buffalo, New York, area to Norfolk Southern and faces certain restrictions on transferring employees to Jacksonville, Florida. CSX CEO John Snow was not happy with some of the concessions stating, "They've (the STB) gone beyond what was required . . . They've given New York more than is necessary." Very few concessions were imposed on Norfolk Southern and NS CEO David Goode, which originally led a charge to stop CSX and Conrail from merging, praised the STB's decision.

A lot of concern was raised by the STB over CSX's entry into New York City from the north. The STB recommended that CSX should participate in New York City's Cross Harbor Freight Movement Major Investment Study. Additionally, CSX was ordered to negotiate an agreement with CPR for trackage rights from Fresh Pond Junction, the interchange with the New York & Atlantic in Queens, to Selkirk Yard near Albany, New York. CSX was also instructed to discuss with Providence & Worcester the possibility of trackage or haulage rights from Fresh Pond Junction to New Haven, Connecticut, and to work with the City of New York to establish a committee to develop rail traffic on the Hudson Line, currently used primarily for passenger service.

The Livonia, Avon & Lakeville in upstate New York was given permission to cross Conrail's Genessee Junction Yard to forge a new connection with Norfolk Southern via a short movement on the Rochester & Southern. The Indiana Harbor Belt will continue to be managed as a neutral switching operation in the Chicago area. New England Central will get trackage rights between Palmer and Springfield, Massachusetts, over CSX. Wheeling & Lake Erie was granted access to Toledo, Ohio, and to a connection with the Indiana & Ohio at Lima, Ohio. W&LE will also be able to service shippers along CSX's line from Benwood to Brooklyn Junction, West Virginia.

In the coal regions of West Virginia, the Elk River Railroad will be allowed to establish an interchange with NS if the short line completes its proposed build-out. Also, the STB wants to ensure that the former Monongahela Railroad, even though it will be dispatched by NS, will have equal, perpetual access for CSX.

Both companies have already begun to hire more train and engine employees and dispatchers to handle the anticipated increase in business. Jobs that will be lost include approximately 3000 union positions (half of that number to layoffs, the other half to transfers), most of which are clerical jobs, and 1150 management positions which will be terminated.

D&H Railroad 175th Anniversary

CANADIAN PACIFIC RAILWAY RECENTLY PAID TRIBUTE to its the Delaware & Hudson Railroad, which was incorporated as a canal company on April 23, 1823, by operating a special train for employees over most of the line during May 1998. The trips covered not only the "traditional" D&H between Binghamton, New York, Albany and Montreal, but also lines D&H has trackage rights over, including Conrail into Philadelphia.

The eight-car special train was symboled OCS-702 on its run from Philadelphia to Scranton, Pennsylvania, on May 22, 1998. The train was seen on the High Line (**below**) at Walnut Street in Philadelphia with freshly painted SD40-2 5647 leading GP39 4303. Over the weekend the power was spotted in the core complex (**right**) at Steamtown National Historic Site in Scranton. CPR held a D&H picnic at Steamtown for almost 1200 employees, families and friends.

steve barry

frank powell

bill and michelle drotar

Reading T-1 2100 Lives Again!

On MAY 28, 1998, FORMER READING RAILROAD CLASS T-1 4-8-4 2100, now owned by RaiLink of Alberta, Canada, performed a test run over the Ohio Central System's Columbus & Ohio River Line from the company's Morgan Run shop to Dennison, Ohio. The train consisted of diner No.5033 and OC GP10 7573 with the T-1 running light in reverse for most of the eastbound trip. Upon arrival at Dennison (**above**), the 2100 performed a series of photo runbys for those on hand. Operating the locomotive that day included OC owner Jerry Jacobson and Reading T-1 guru Bill Benson. It is reported that the big Northern will be converted from coal to oil-fired as part of its new assignment in western Canada hauling excursion trains . The 2100 was temporarily stopped at the Canadian border for a couple of days for customs issues to be settled, including getting boiler paperwork in order. It has since resumed its journey.

BLE, UTU Exploring Merger

AFTER A VOLLEY OF ACCUSATORY AND SOMEWHAT HEATED press releases concerning a possible turf war, the Brotherhood of Locomotive Engineers and the United Transportation Union have agreed in principle to explore the creation of a new organization, "uniting the two rail operating unions while ensuring the protection of craft autonomy and existing rights of representation."

At the end of three days of intensive talks in Livingston, Montana, the two unions announced on May 22, 1998, the creation of five committees (Structure, Finance and Membership, Constitution/ Unity Agreement, Legislative Operations [state and national], and Media/Public Affairs) to examine specific details of five areas of union operations. The work of these exploratory committees, which is expected to be completed by September 30, 1998, will be overseen by a committee composed of BLE President Clarence Monin and First Vice President Edward Dubroski, and UTU President Charles Little and Assistant President Byron A. Boyd, Jr.

The unions will continue to abide by their earlier agreement not to solicit each other's members or to interfere with each other's membership or representation rights while the discussions proceed.

STB Allows Amtrak to Carry Express

THE SURFACE TRANSPORTATION BOARD HAS UPHELD THE ROLE OF passenger trains to carry express shipments in a recent ruling ruling that affirms the right of Amtrak to handle carload and trailerload-sized shipments of express on its scheduled passenger trains.

The STB's ruling came in a proceeding between Amtrak and the Union Pacific in which the principal issue was the definition of "express." The Rail Passenger Service Act of 1970 which created Amtrak, authorizes it to carry mail and express on its passenger trains, and directs Amtrak to "take such actions as may be necessary to increase its revenues from the carriage of mail and express." However , the Act does not define the word "express."

UP asked the STB to find that "express" was limited to small shipments and, in addition, to impose various regulatory constraints on the type and quantity of express shipments that Amtrak could carry on its passenger trains. Amtrak argued that Congress intended "express" to encompass all shipments, regardless of size, that required expedited service and was transported at premium rates.

Amtrak also argued that the Interstate Commerce Commission had consistently rejected arguments that "express" was limited to small shipments, and that UP and other railroads had themselves handled large numbers of carload express shipments on their own passenger trains prior to the formation of Amtrak.

The STB agreed with Amtrak. It found that, "'express' need not be restricted by commodity, shipment size, type of equipment, or a variety of other operational factors . . . (rather that it) . . . should be defined more flexibly as a premium transportation service at premium rates — expedited, regularly scheduled train service provided at prices which are generally higher than freight service — that is provided as an adjunct to Amtrak's passenger service." The STB determined that Amtrak express service was consistent with this definition.

In response to financial pressures, Amtrak will continue to ship express on its regularly scheduled passenger trains. The *Three Rivers* and other Amtrak trains now carry nearly as many head-end cars as passenger cars, and RoadRailer equipment is appearing on the rear of many trains.

VIA Rail to Receive CN Trackage

CANADIAN NATIONAL ANNOUNCED ON JUNE 10, 1998, it has concluded an agreement to convey to VIA Rail Canada its Alexandria Subdivision from Coteau, Quebec, near Montreal to Hawthorne, Ontario, located in the east end of Ottawa. The agreement excludes CN's Ottawa Terminal properties. The agreement is expected to enable VIA to maintain and enhance passenger service in the Montreal-to-Ottawa corridor, while allowing CN to retain access to shippers in the Ottawa Valley region. CN retains exclusive rights to operate local and overhead freight trains on the Alexandria Subdivision, upon a running rights payment to VIA.

Under the agreement, CN has the authority to assign its freight rights over the Alexandria Subdivision to a short line railway company that agrees to acquire CN's freight-only Beachburg Subdivision between Ottawa and Pembroke, Ontario. CN recently announced plans to sell the Beachburg Subdivision to a short line operator. Freight traffic would be interchanged with CN at Coteau.

CN has stated that as it conveys certain of its lines to short line operators, local shippers enjoy customer-focused service that those short line operators can provide while also benefitting from access to continental long-haul freight services that CN can provide.

Canadian Pacific to Assemble Locomotives

IN A FIRST FOR THE CANADIAN RAILWAY INDUSTRY, Canadian Pacific Railway has been awarded a contract to assemble, paint and test 42 of the 61 alternating current (AC) locomotives it is purchasing from the Diesel Division, General Motors of Canada. The work will be done for GM at Ogden Shops, which will build 23 locomotives in the last half of 1998 and 19 in the first quarter of 1999. The remaining 19 in the order will be assembled at GM's plant in London, Ontario. This represents the first time in Canada that a railway will assemble locomotives for a manufacturer. In this instance, Canadian Pacific is in the unique position of becoming a supplier to their supplier, GM.

In the wake of merger mania that has now spread to Canada, Canadian Pacific is not getting caught up in consolidation fever, preferring instead to forge alliances in order to strengthen its bottom line. CP president Rob Ritchie has said that the company is looking to link up with Norfolk Southern and CSX after the Conrail deal is approved in order to shift CP's stance from that of an east-west carrier to a more prolific north-south carrier. A boost of $100 million in additional revenues is the number the company is aiming for by concentrating on the Pacific Northwest route to Chicago, as well as partnerships in Kansas City and Hagerstown, Maryland, using Vancouver, British Columbia, with its new deep-water Deltaport, as the primary northern/western terminus. Increased access to the U.S. Northeast through the Buffalo, New York, gateway is also vital, but until NS and CSX take control of Conrail's assets, Canadian Pacific's plans with the two companies are tentative.

In light of the seemingly interminable service problems associated with Union Pacific, Canadian Pacific is looking to give shippers an alternative route to ship their goods from western Canadian ports south into the United States and then west to east coast ports.

In other motive power news, the Alco era on CPR quietly came to an end on the night of June 25, 1998. CPR train 926-24 arrived in Montreal with SD40-2 5449, HATX GP40-2 516, CPR RS18u 1838 dead-in-tow with an expired brake card, RS18u 1837 and C424 4230. The trio was to be retired upon arrival at the St. Luc shops in Montreal. The previous day, C424s 4210 and 4216 were shut down for the final time. After a death watch that has gone on almost two months after the initial retirement date of April 11, the end has come.

Guilford Makes Move Toward Pan Am

GUILFORD TRANSPORTATION, WHICH OPERATES A REGIONAL railroad in New York, Massachusetts and adjacent states, is looking to diversify by agreeing to acquire Pan American World Airways for $23.5 million in a bankruptcy proceeding. The troubled air carrier has led a rough-and-tumble life since airline deregulation in 1978. The original carrier entered bankruptcy proceedings in 1991. The name was revived in 1997, but in February of this year, the corporation sought protection from its creditors after the airline failed to make a healthy comeback.

Guilford plans to continue operating Pan Am as a charter carrier; a formal plan of reorganization was filed on May 20, 1998. This latest move by the regional railroad to diversify comes shortly after it failed to persuade the federal government to sell it all or portions of another financially-troubled carrier — Amtrak.

Branson Scenic Railway F-unit Rebirth

ON MAY 11, 1998, BRANSON SCENIC RAILWAY F9PH, formerly No.83, now No.98, returned to service on the "Mainline through the Ozarks." No. 98 arrived under cover of darkness on May 10th and was hidden in Hollister under a tarp. At 12:30 p.m. on the 11th, the re-cabbed and rebuilt covered wagon was added to the north end of the returning excursion train and made a grand entrance at the Branson depot. TV crews, newspaper reporters, local entertainers and VIP's were on hand to welcome the venerable locomotive back to service, which has made a dramatic comeback after a collision nearly put it out of service for good.

Last November, the engine entered the Midwest Locomotive Company shop in Kansas City, Missouri, for replacement of the entire cab section and other repairs. Fortunately during the rebuild the prime mover, main generator, HEP plant and running gear were found to be in good condition. The cab and electrical cabinet of former-VIA F9 No.6530 (**below**) was purchased from an outfit in Ohio (which just happened to have three ex-VIA cabs on hand for occasions like this!) and shipped to Kansas City. After three trial fits the new cab was permanently attached to the carbody and the rebuild began in earnest. The old Alco-style pilot, added to the locomotive during a Morrison-Knudsen rebuild that was performed when the unit was working for MARC, was replaced by 6530's original pilot. The cab was completely rewired and replumbed, new flooring, seats and glazing installed and the original control stand rebuilt.

Jim Asplund

New features added included Illinois Central-style recessed track (ditch) lights in the nose, a dynamic brakes controller and a digital speed indicator. The paint scheme selected is similar to the original one used by EMD on its demonstrator F's. Safety red and Santa Fe silver are the two primary colors accented by black striping. Large, stylized lettering was also hand painted on the flanks of the unit (**right**).

It is the opinion of those on the Branson Scenic that the craftsmen at Midwest Locomotive performed a miracle with this locomotive. It was a truly heart warming "welcome home" for a great locomotive that was built in 1951 and will now pull the *Ozark Zephyr* into the millennium. — *TOM JOHNSON.*

PRR E-44a 4465 Returns Home

FRESH FROM THE PAINTSHOP, PENNSYLVANIA RAILROAD class E-44a No. 4465 (**right**) has returned to its home at the Railroad Museum of Pennsylvania in Strasburg. The refurbishing was performed by Conrail's Juniata Shops in Altoona, Pennsylvania.

The 4465 is the last of a 66-unit order placed by PRR in 1959. The first E-44 was delivered from General Electric's Erie, Pennsylvania, plant in 1960. These units were unique in two ways. First, the 66 E-44s were the last locomotives to be lettered with "Pennsylvania" spelled out in full on their sides. After these deliveries were completed in 1962 all subsequent deliveries were nameless on their sides in anticipation of a future merger with New York Central. Second, these locomotives were the platform for the introduction of the silicon diode rectifier. Before this new solid state electronic part (which was the size of a pack of cigarettes) was introduced by General Electric, Westinghouse rectifiers were employed. The problem was that these rectifiers were liquid cooled mercury arc, ignitron systems that were prone to leaks and freeze-ups . . . and were approximately three feet in height by one foot wide. These contraptions were considered failures and disappeared overnight when their solid state counterpart was introduced. 4460 through 4465, along with a handful of E-44s starting at 4459 and working backwards were designated E-44a due to the installation of the solid state rectifier.

two photos: stephane eric bisson

bruce mclean

anthony d'aloisio

Hershey's Sweet Legacy

With the fall of the Soviet bloc, and with ongoing internal economic problems in Cuba, it is hardly surprising that the old electric rolling stock once owned by the Hershey Electric Railway (itself owned by the Pennsylvania-based Hershey Chocolate Company) is still in service on Cuba's *Ferrocaril Electrico de Cuba*, more than 80 years after it was sent there by Brill, GE and other American firms. Presently, main line passenger equipment consisting of Brill Interurbans and converted boxcars hauled by GE steeplecabs is being replaced by Spanish imports. The light green m.u. cars (inset) began arriving late in 1997 from Barcelona, where they, in turn, had been replaced by more modern equipment. Seen at the shops of the electric railway in *Central Camilo Cienfuegos* (the post-revolutionary name of the huge Hershey sugar refinery once operated there), the new cars were alongside older equipment located to the left. These motor-trailer sets started their careers in the mid-1910s as Brill-designed Spanish-built interurbans in the Catalan city of Barcelona. They were converted and modernized after the Spanish Civil War and the Second World War during the 1950s and '60s, eventually making their way to Cuba. The platform at Hershey station is being raised to accommodate the newer equipment.

With this partial modernization of one of the last true interurban systems in the world, speeds should double from the current 10-20 mile per hour maximum. Current journey times over the 50-odd main line miles vary between four-and-one-half and five hours, the track is in horrible shape and wires are frequently down. Those interested in nostalgia will feel secure to know that the GE motors freed up by the advent of this "modern" equipment will be spending more time in the fields in sugar cane service, just as Hershey planned 80 years ago! — *Stephane Eric Bisson.*

A.C. Power for TFM

Transportacion Ferroviaria Mexicana, the Mexican operation of Kansas City Southern, has begun taking delivery of 75 AC4400CW's from General Electric Transportation Systems in Erie, Pennsylvania. Fifty units are scheduled for delivery this summer, while 25 additional locomotives will be built in 1999. All of these will be constructed at GETS's Erie works. The 2611 (**left**) was at Erie on May 22, 1998. These locomotives include the latest changes to the AC44 design including steerable trucks for increased reliability, improved operation and ease of maintenance. All of the units will feature the KCS system gray, yellow and red paint scheme, now common to the KCS, TFM and the Texas-Mexican Railway. In addition to the AC4400s, TFM will also receive 75 SD70MAC's from EMD in 1999. General Electric has also established a maintenance agreement with TFM to cover the new units — *Steve Gerbracht*.

Tuscola & Saginaw Bay

Tuscola & Saginaw Bay GP35s 390 and 392 recently received a new coat of paint. The attractive blue and yellow livery was looking good on the 392 (**left**) as it headed south on the former Ann Arbor at "Pitt" on May 16, 1998. The two locomotives ran pull-pull on a passenger special from Durand, Michigan, south a short distance down the Grand Trunk and then down the former Ann Arbor over track is now state owned and operated by the T&SB. The two GP35s, in addition to receiving new paint, were also named for cities along the T&SB. The 392 was named *City of Mt. Pleasant* and the 390 *City of Durand*.

Northern Pacific Lives!

Well-travelled Burlington Northern & Santa Fe low-nose GP9 No.1600 (ex-Burlington Northern 1702, nee-Northern Pacific 202), built in June 1954, is one of four GP9s (1700-1703) that was leased to the Camas Praire Railroad for a number of years until the early 1990s. The unit was seen in Fort Collins, Colorado, at North Yard (**left**). Who would have thought that a first-generation Northern Pacific Geep would be wearing Great Northern-inspired fresh paint nearly 30 years after the two roads were merged into Burlington Northern on March 2, 1970!

RaiLink Geep Gets Facelift

RaiLink, the operator of the Ottawa Valley Railway, located in North Bay, Ontario, has been acquiring new power for their operation. The newest addition to their roster, which is comprised of three GP38s (2001-2003) and four GP9s (4200-4201, 4203, 4205), is a former Otter Tail Valley Railroad GP18. Now numbered 1807 and lettered for RaiLink the engine (**left**) underwent an overhaul in the shops of Independent Locomotive Services of Bethel, Minnesota, and was seen in transit to its new owner in Canada on BNSF rails at Superior, Wisconsin, on Friday, May 29, 1998. As Canadian National and Canadian Pacific continue to "short line" a lot of their branches, budding short lines in the Great White North are keeping rebuilders quite busy.

mike hoppe

GE Prepares to Enter 6,000 H.P. Race

After much anticipation (and research) General Electric is moving closer to releasing its first true 6000 h.p. units. Seen at GE's test track in Harbor Creek, Pennsylvania, were GE AC4400CW 2000, GE AC60/44CW "convertible" 4400 and Union Pacific 7510, the first production AC6000CW. UP's pre-production units were delivered in the 7000-series (7000-7009). The new order of production units is being numbered in the 7500-series beginning at 7510. UP is scheduled to receive the first group of AC6000CW's, with CSX following later in 1998.

LTV Replaces Cabs with Hoods

After four of their F9s were destroyed as a result of a runaway in January 1997, LTV bought four GP38-3s (4201-4204) as replacement power. LTV has had many problems with these units and has leased a pair of DM&IR high-hood SD9s, 166 and 170, to tide them over. The 4202, 4203, DM&IR 166 and 170, and 4201 were lifting an empty ore train out of Taconite Harbor on May 4, 1998 (**below**).

Even with the arrival of newer power, the remaining F9A's (4210, 4211 and 4214) can often be found leading trains. Cab unit 4214 exited Cramer tunnel (**below inset**) on May 31, 1998, southbound heading toward Lake Superior's north shore.

below: steve glischinski / inset: darrell wendt

NWP Starts up South End

A five-car train, including three cars of Pacific Lumber from Scotia reloaded to flat cars at Willitts, California, trails Northwestern Pacific SD9 4327 at Burdell on May 22, 1998. Business is inching up on at least on part of the El Nino-ravaged NWP, with operations resuming on the south end of the line below Willits. More loads of lumber are arriving from the outside world for destinations on the NWP than what the railroad is hauling out. Three Geeps at Scotia are dormant until the north end opens up again.

KCS Stainless Steel Crummy

The Promontory Chapter NRHS recently acquired former Kansas City Southern stainless steel caboose No.334. The car was part of a unique 42-caboose order (KCS Nos.302-344), built in 1968 and retired in the late 1980s. The hack (**left middle**) is undergoing restoration at the Salt Lake, Garfield & Western yard in Salt Lake City.

Ontario Southland RS23

A spotless, recently repainted MLW RS23, No.505 (nee-CP Rail 8021) from the Ontario Southland Railway, has replaced sister road Guelph Junction Railway MLW S13 No.502 after it developed mechanical problems. The 505 (**bottom left**) was at Geulph Junction, Ontario, on May 24, 1998.

Daylight on Oregon Trunk

Billed as the *Columbia-Deschutes Special*, a two-day, roundtrip excursion between Portland Union Station and Bend, Oregon, was powered by the recently overhauled *Daylight* 4-8-4 locomotive 4449, a 1941 graduate of Lima Locomotive Works. The *Daylight*, although housed for decades in Portland, Oregon, less than 80 miles from the mouth of the Deschutes River and the rails of the famous Oregon Trunk, had never made the arduous climb up the Deschutes River Canyon to Bend.

The train left Portland Union Station at 8:00 a.m. on Saturday, June 13, 1998, with eleven cars full of passengers and quickly proceeded across the Columbia River and headed east down the former SP&S (now BNSF) main line at the 75 mile-per-hour permitted track speed. At Wishram, the train entered the Oregon Trunk where a two percent grade awaited it. Between Wishram and North Junction, the tracks follow the west shore of the Deschutes River. After bridging the Deschutes the tracks gradually get away from the river. This piece of track, the 14 miles between South Junction and Paxton, Oregon, through Trout Creek Canyon, was where the *Daylight* assaulted the 1.5 percent grade. The stretch between South Junction and Metolius is former Deschutes Railroad track that OT ran over beginning in 1923, when it abandoned its more treacherous route between the same two points. The train, which ran with no helpers for the entire journey, emerged from Trout Creek Canyon at Madras and quickly reached a speed of 50 miles an hour for the final sprint to Bend. After an overnight layover in Bend, the train was ready for the return trip to Portland. The next morning broke clear over the High Desert of Oregon as the

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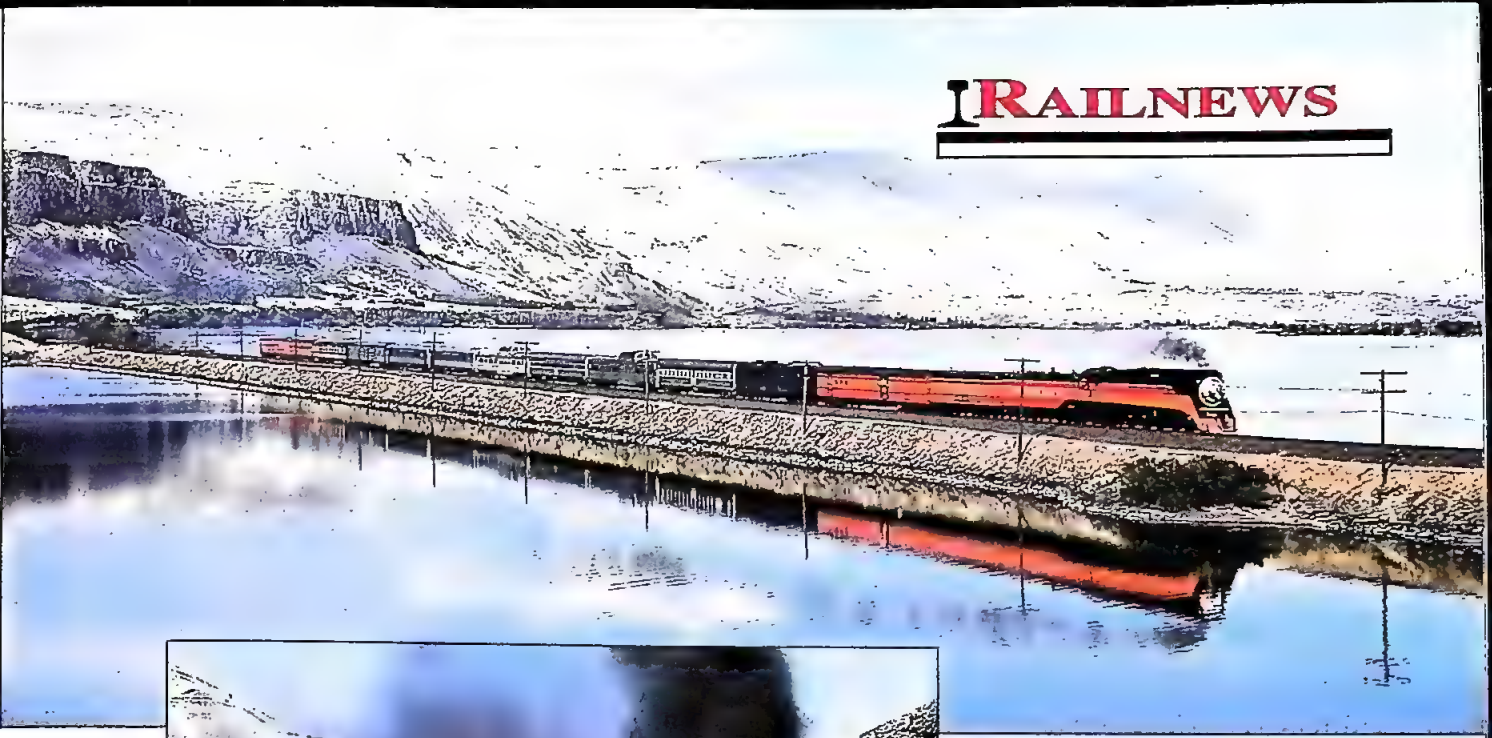

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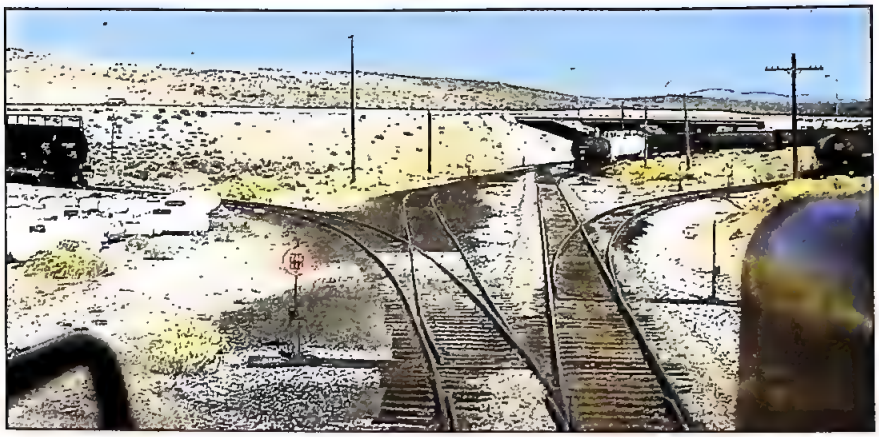
train departed. On the return trip on June 14th, the *Daylight* was photographed from onboard the second car of the train as it traversed BNSF's former OT trackage on the west bank of the Deschutes (**bottom**). The final photo runby of the trip was held on the return leg to Portland deep in the Deschutes River Canyon at Oakbrook, Oregon, where the 4449 put on a great show (**left**). The previous weekend the *Daylight* powered two trips between Portland and Wishram along the Columbia River on former Spokane, Portland & Seattle trackage. The 4449 was making track speed at Horse Thief Lake (**top**) on June 6, 1998, with eleven cars in tow.

top: steven j. brown; middle: bruce kelly; bottom: martin a. hansen

RENO BOUND!

by
Brian
Jennison

WHEN ONE THINKS OF the Union Pacific in the West, one conjures up images of stack trains in the Feather River Canyon or coal trains on Cima Hill. North of Reno, Nevada, however, UP operates a busy and scenic branch from the former Western Pacific main line at Reno Junction to Reno, 33 miles to the south. Built on the right-of-way of a former narrow gauge short line for much of its length, the Reno Branch offers long piggyback trains on tight curves in wide-open sage-covered hills. This interesting and photogenic branch is still operated in 1998 much as it was 20 years ago when the WP was in charge.



photography: brian jennison, except as noted

Narrow gauge roots

The narrow gauge railroad which eventually became today's Reno Branch was organized on June 1, 1880, as the Nevada & Oregon Railroad Company. Although the company planned to build both north and south from Reno, it was decided that the 31 mile section from Reno north to Beckwourth Pass in California would be built first. Ground was broken on December 22, 1880. Typical of the grandiose plans of the day, the organizers eventually planned to lay narrow gauge rails as far as the Columbia River, with a branch to the Willamette Valley.

Unfortunately, also typical of the day were the financial machinations and instability which led to the railroad's reorganization on April 25, 1881. Most of the original principals retained their interests, however, and by May grading had resumed. The first five miles of the railroad were completed by June 13, 1881, thereby meeting mortgage obligations and allowing the railroad to secure additional funding.

The company also decided upon a line change through Lemmon Valley and Cold Springs, rather than following the original route surveyed along the shoulder of Peavine Mountain. This change added six miles to the route. Despite rivalries among the stockholders, including a shootout in which the secretary of the company was killed, by November, 1881, grading had reached the Evans Ranch in Long Valley, just north of the Nevada-California border, near today's settlement of Bordertown. By December, 17 miles of track had been laid, then the money ran out again. Construction continued sporadi-

***FRESHLY PAINTED GP40 648** leads the Reno local southbound from Reno Junction toward Dry Lake Summit on August 23, 1997 **(opposite)**. Originally built for the New York Central, the 648 passed through Penn Central and Conrail ownership before being returned to its lessor in 1980. It was then sold to Precision National and then the Chicago & North Western before joining the UP family. From the conductor's seat the LPG spurs at Panther, north of the yard at Parr Boulevard in North Reno, are viewed as the local heads south under the U.S. Route 395 overpass **(above)**. Western Pacific GP35 3002 brings the local southbound past the siding at Anderson on **July 13, 1983. (below)**. Prior to construction of the piggyback facility at Parr Boulevard in North Reno, the WP handled mostly manifest traffic on the branch.*

vic neves

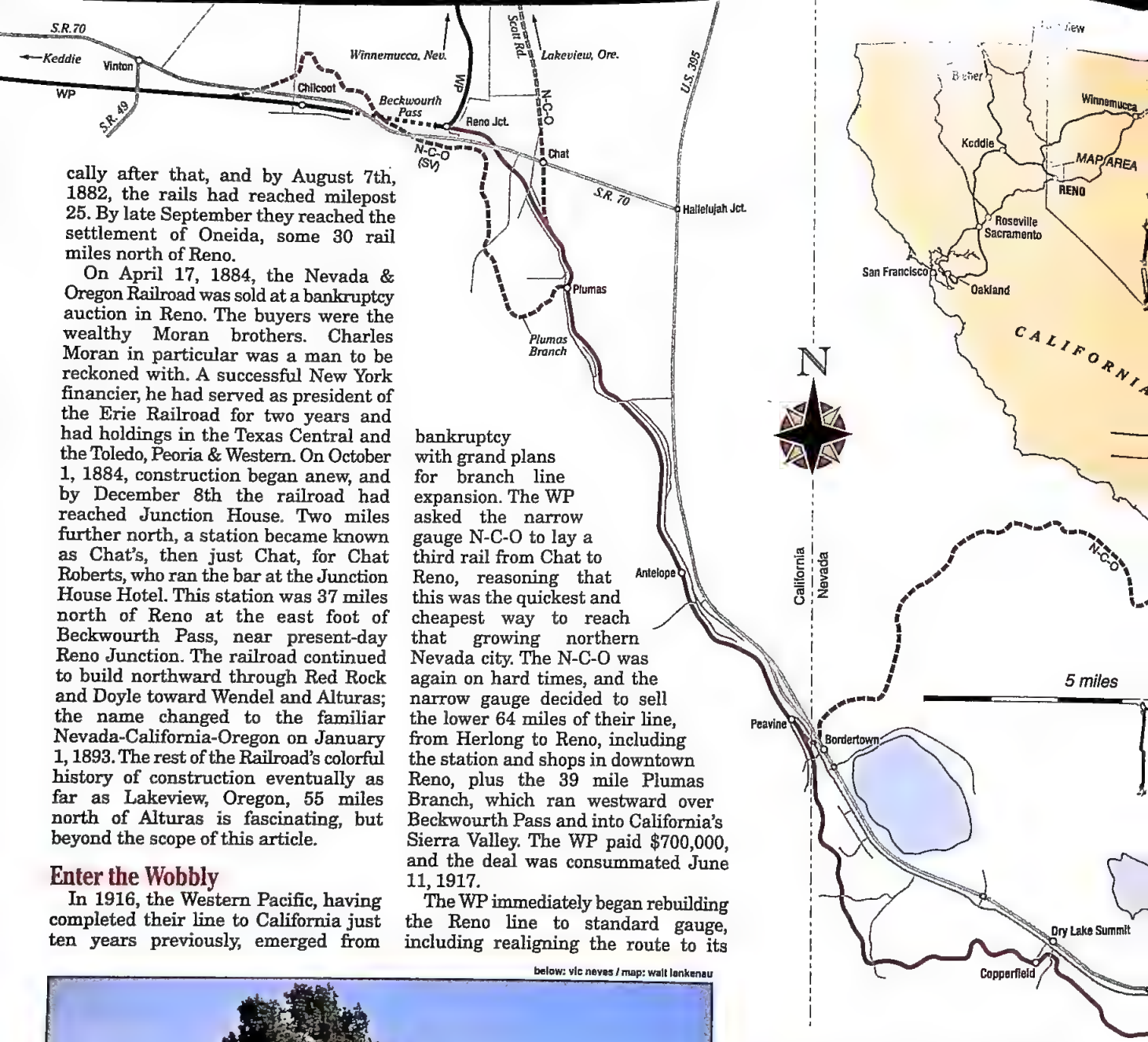
cally after that, and by August 7th, 1882, the rails had reached milepost 25. By late September they reached the settlement of Oneida, some 30 rail miles north of Reno.

On April 17, 1884, the Nevada & Oregon Railroad was sold at a bankruptcy auction in Reno. The buyers were the wealthy Moran brothers. Charles Moran in particular was a man to be reckoned with. A successful New York financier, he had served as president of the Erie Railroad for two years and had holdings in the Texas Central and the Toledo, Peoria & Western. On October 1, 1884, construction began anew, and by December 8th the railroad had reached Junction House. Two miles further north, a station became known as Chat's, then just Chat, for Chat Roberts, who ran the bar at the Junction House Hotel. This station was 37 miles north of Reno at the east foot of Beckwourth Pass, near present-day Reno Junction. The railroad continued to build northward through Red Rock and Doyle toward Wendel and Alturas; the name changed to the familiar Nevada-California-Oregon on January 1, 1893. The rest of the Railroad's colorful history of construction eventually as far as Lakeview, Oregon, 55 miles north of Alturas is fascinating, but beyond the scope of this article.

Enter the Wobbly

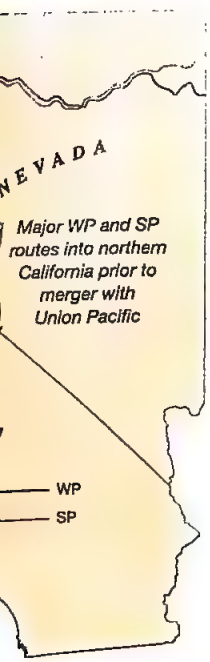
In 1916, the Western Pacific, having completed their line to California just ten years previously, emerged from bankruptcy with grand plans for branch line expansion. The WP asked the narrow gauge N-C-O to lay a third rail from Chat to Reno, reasoning that this was the quickest and cheapest way to reach that growing northern Nevada city. The N-C-O was again on hard times, and the narrow gauge decided to sell the lower 64 miles of their line, from Herlong to Reno, including the station and shops in downtown Reno, plus the 39 mile Plumas Branch, which ran westward over Beckwourth Pass and into California's Sierra Valley. The WP paid $700,000, and the deal was consummated June 11, 1917.

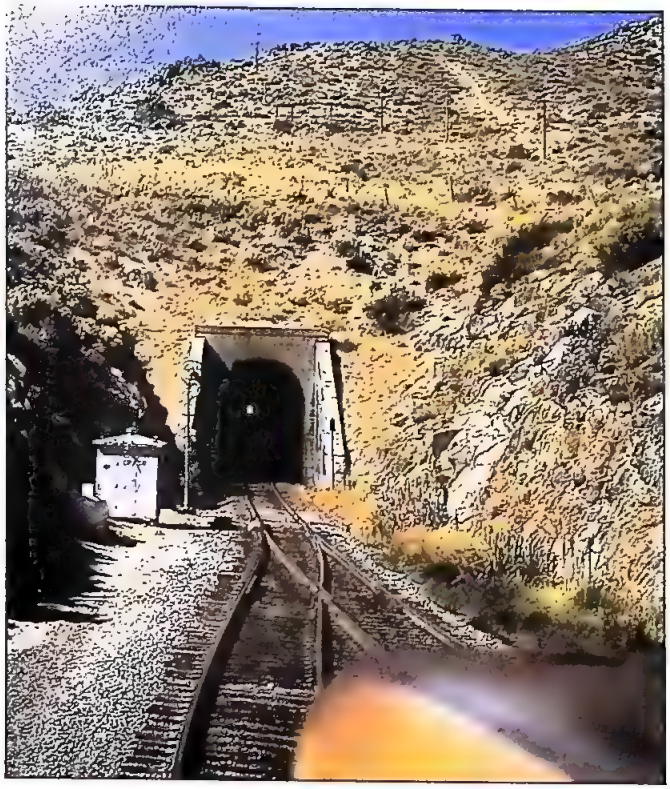
The WP immediately began rebuilding the Reno line to standard gauge, including realigning the route to its present course between Panther Valley in north Reno and the summit of Anderson Hill, along the northeast shoulder of Peavine Mountain, thereby reducing its overall length by six miles. Ironically, this was the original route surveyed by the narrow gauge in 1880. At 10:00 am on January 30, 1918, the last N-C-O narrow gauge train left Reno, and as the train left town WP MoW forces tore up the third rail behind it. The WP abandoned the old N-C-O line between Reno Junction and Herlong, as well as the Plumas Branch, as both were rendered redundant by WP's modern parallel main line. By 1925, the truncated remains of the old "Narrow, Crooked and Ornery" had been purchased by the Southern Pacific, and had become part of SP's Modoc Line and Lakeview Branch. For more on the history of the N-C-O, see David Myrick's *Railroads of Nevada and*



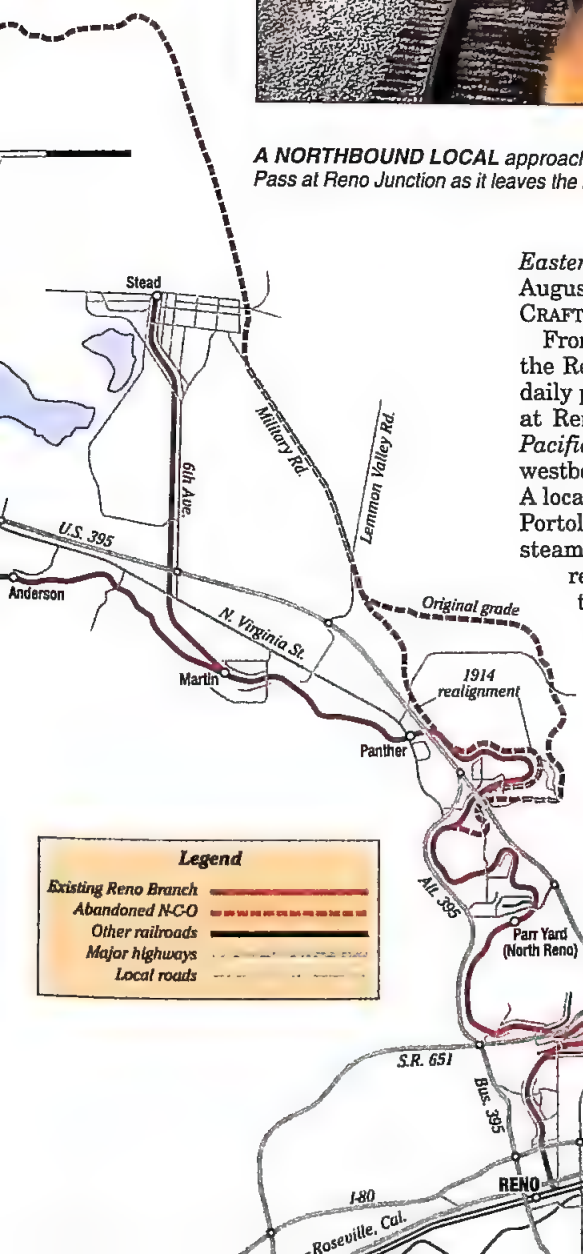
below: vic neves / map: walt lankenau

NEAR OLD PLUMAS JUNCTION *on the California plains, WP GP35 3008 and a sister lead a northbound local toward Reno Junction on July 14, 1983. This location is known as Chat, in honor of Chat Roberts who ran the bar at the Junction House Hotel.*





A NORTHBOUND LOCAL *approaches Chilcoot Tunnel under Beckwourth Pass at Reno Junction as it leaves the branch in this "cab-eye" view in fall 1995.*



Eastern California Volume I and the August 1998 issue of RAILROAD MODEL CRAFTSMAN.

From the beginning of WP operations, the Reno Branch was served by twice-daily passenger trains which connected at Reno Junction with the eastbound *Pacific Express* in the morning and its westbound counterpart in the afternoon. A local freight originated in the yard at Portola daily except Sunday. In later steam days, a Consolidation was the regularly-assigned power. Although the passenger trains were discontinued in 1932, passengers continued to be accommodated using a former Rio Grande combine in mixed train service on the freight local. Later a "drovers' caboose" with a baggage car door was used. This service ended in 1947.

Upon dieselization, first Baldwin VO1000s, then GP7s were assigned to handle the local. GP7s 702 and 707 were regulars in this service. The crew was called for 4:30 a.m. to make up their train in the yard at Portola, then made the trip to Reno, switched the local industries, and returned to Portola. This was in the days of the 16 hour "hog law" (the Federally-mandated hours-of-service act, which now limits train crews to working no more than twelve hours without a period of rest). In the 1970s the crew reporting point was changed to Reno. Crews worked north to Hawley siding on the mainline east of Portola, where they made their pick-ups and setouts. While a single GP7 was usually sufficient power to handle the ten or a dozen cars per day in the early 1970s, as traffic increased the WP assigned first a GP20, and later a pair of MK-rebuilt GP35s to this service.

Along the Reno Branch

There are numerous industries along the Reno Branch, including the spur into the industrial park at Stead, site of a former Air Force base, which was rebuilt in 1977 to handle the increasing traffic. The huge R.R. Donnelly printing facility, a Michelan tire warehouse, the Master-Halco galvanized fencing manufacturing plant and a couple of plastic extrusion facilities, Veka and Plexco, all receive cars. Additionally, there are propane gas facilities at Panther and Bordertown, and the Hidden Valley Foods plant at Panther, as well as busy lumber and asphalt reload operations at Parr Boulevard. Although the WP once served numerous industries in downtown Reno, including lumber, oil and coal, scrap metals and warehoused goods, these have dried up in recent years; among the last traffic to be delivered downtown was grain which was off-loaded into trucks for delivery to the Ralston-Purina cereal plant in Sparks. A magnificent brick passenger depot, now privately-owned, still stands along Fourth Street, as does the former N-C-O machine shop, also of brick construction.

In the 1970s, WP built a piggyback unloading facility at Parr Boulevard in north Reno. In recent years this facility has been expanded, and is now known as the Parr Boulevard Intermodal Terminal. Operations can be difficult here, as the facility is built on a grade that varies between 1.2 and 1.7% All cuts of cars have to be "skated" when switching is completed.

The ruling grade southbound on the Reno Branch is the 1.2% climb along the shoulder of Peavine Mountain south of Bordertown. There is also a 12 degree curve at Dry Lake Summit (elevation 5421 feet). Current tonnage has increased to the point that the usual power assignment is now three GP40s; despite this impressive power,

above and below: vic neves

THE SOUTHBOUND LOCAL *waits for a track warrant at Reno Junction on October 1, 1995, as an NPOAD (North Platte-to-OAkland Double-stacks) glides by on the main (**top**). The lead unit on today's local is another well-travelled GP40 — built for Penn Central and later operating for Conrail, it was purchased by the Katy after its Conrail lease expired in 1983 and joined UP's roster in the Katy merger. On July 13, 1983, WP GP35s 3002 and 3008 bring the local south through the Long Valley near Antelope (**above**).*

WESTERN PACIFIC GP35s 3002 AND 3008 *are climbing toward Dry Lake Summit on July 13, 1983 (**above**). UP GP40 877, which originally worked for the Milwaukee and later the Soo Line, rolls down from the junction through the Long Valley north of Bordertown on September 22, 1996 (**left**). During the week the midnight job can be seen almost every morning returning from Reno Junction. On Sunday, the noon job comes down in mid-*

***GP40 875 AND TWO SISTERS** are doubling the hill between Bordertown and Dry Lake Summit on April 28, 1996. White Lake and the settlement of Cold Springs are in the background. The original route of the narrow gauge Nevada & Oregon ran behind the houses in the center distance. The N-C-O built a magnificent station and offices in Reno in 1910 **(two center photos)**. The building, on the National Register of Historic Places, is now privately owned. On January 3, 1997, GP40 678 crosses East Fourth Street next to the N-C-O depot as it returns to the yard at Parr Boulevard, three miles north of town **(bottom)**.*

the combination of grade, tight curves and tonnage often requires the local to "double the hill" from Bordertown.

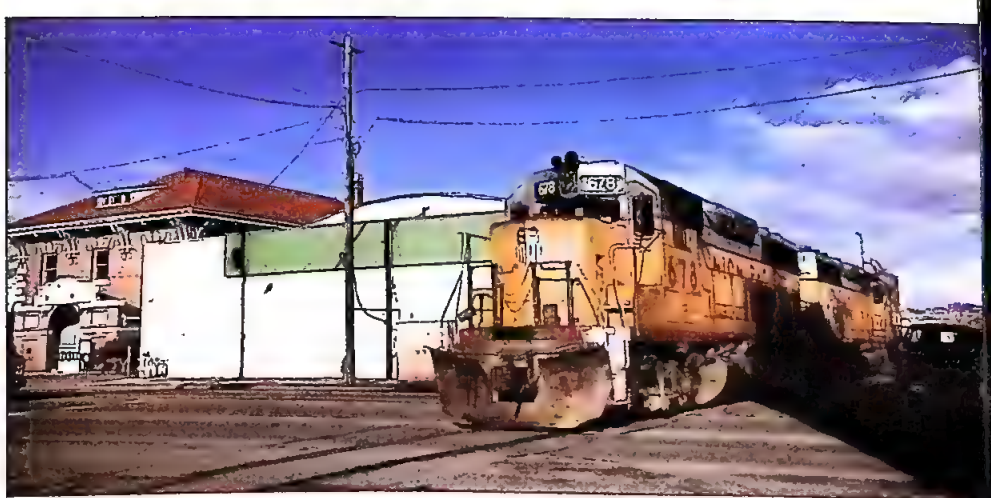
Union Pacific operations

Following the take-over of the WP by the Union Pacific in December 1982, piggyback operations on the Reno Branch began to increase. A second regular crew was added, so there are now two jobs a day, six days per week, called at Parr Boulevard. Both jobs are called the Reno Local, as they use the same power and their on-duty hours do not overlap. Each crew consists of three members — an engineer, a conductor and a brakeman. All six are "bid" positions, with little turnover, as the hours are predictable and the crews are home at the end of each day's work; extra men off the Portola Board often work the sixth day trains. The crews work between north Reno and the main line siding of Chilcoot in the Sierra Valley. Occasionally they are required to run into Portola for a pick-up, set-out or engine swap. If that happens, the crew receives an additional 100 miles' pay. They very rarely venture into downtown Reno anymore; the interchange with the former Southern Pacific is out-of-service and the former WP yard has been largely abandoned.

The AM Crew, now symbolled LUA47, is called at 2:00 a.m. Monday through Friday and 12:01 a.m. on Saturday. This crew assembles the outbound train in east and west sections at Parr Boulevard and takes it up to Reno Junction where it is left in the siding for main line trains to pick up. They then make a light engine move through the 6600-foot Chilcoot Tunnel under Beckwourth Pass to the siding at Chilcoot, where their inbound train is waiting for them, having been set out by other main line trains. The only on-line customer this crew serves is Coast Gas at Bordertown.

The PM Crew, symbolled LUA49, is called at 10:01 a.m. on Sunday and at 12:01 p.m. Monday through Friday. On weekdays this crew switches the yard as needed for intermodal loading/unloading and autorack unloading. They also switch all on-line customers between Parr Boulevard and Stead.

Upon their return from the industrial park, if they have any time left to work, they make up the two sections of the outbound train, so that all the AM Crew needs to do is double over, make the air test, and go. However, on Sundays the PM Crew regularly runs a light engine to Reno Junction and Chilcoot to pick up cars set-off on Saturday for delivery to Reno, as there was no AM Crew on duty Sunday morning. This daylight run up and back is very popular with local railfans, especially in the soft, low light of fall and winter.



vic neves

***TWO WESTERN PACIFIC GP35s** swing around one of the many tight curves on the way down to the yard at Parr Boulevard in February 1984 **(top)**. While Reno can get cold in winter, snowfall is generally light and dry, as most of the moisture is wrung out of the Pacific storms as they pass over the Sierra Nevada. Three UP GP40s of mixed lineage prepare to leave Stead and return to the Reno Branch at Martin on September 16, 1997 **(above)**. The noon job, LUA49, generally works the industrial park spurs in Stead then returns south to Parr Boulevard to assemble the train for LAU47, the midnight job.*

The Floods of 1996-'97

On December 31, 1996, a tremendous storm hit northern California. The swollen Sacramento and Feather Rivers washed away great sections of the former Southern Pacific and Western Pacific mainlines in their namesake canyons. On January 1, 1997, the normally tranquil Truckee River overflowed its banks in downtown Reno and Sparks, the result of a Sierra snowpack prematurely melted by unseasonably warm rains. The UP was faced with a crisis — with both the "I-5 Corridor" (the SP's Shasta Route) and the Feather River route apparently out-of-service for weeks, it was clear that the SP's Donner Pass line must be kept open at all costs.

The Reno Branch, closed at Fourth Street in downtown Reno, and disconnected from its interchange with the SP, was immediately reactivated, in order to allow ballast and rock trains to be delivered from Portola to Reno to shore up the tracks at the east end of Sparks yard, where flooding actually closed the SP line for a time. Working together in the cold rain, UP and SP gangs restored the interchange by pulling out a siding which was in the way, relaying the rail and restoring a switch to the SP. Serious consideration was given to routing through freights this way, but the earlier-than-expected restoration of the SP's line through the Sacramento River Canyon made that unnecessary. However, at least two trains of rock were delivered from the former WP to the former SP via the branch and, later, after the SP's Donner Pass line had been stabilized, a train of large rocks was delivered from the SP to the WP for use in the Feather River Canyon. It was remarkable to see the men and women of former rivals Union Pacific and Southern Pacific working together in crisis; although various circumstances have prevented the full integration of operations on this end of the expanded UP system, it is clear that the transition will go the more smoothly as a result of this early cooperation.

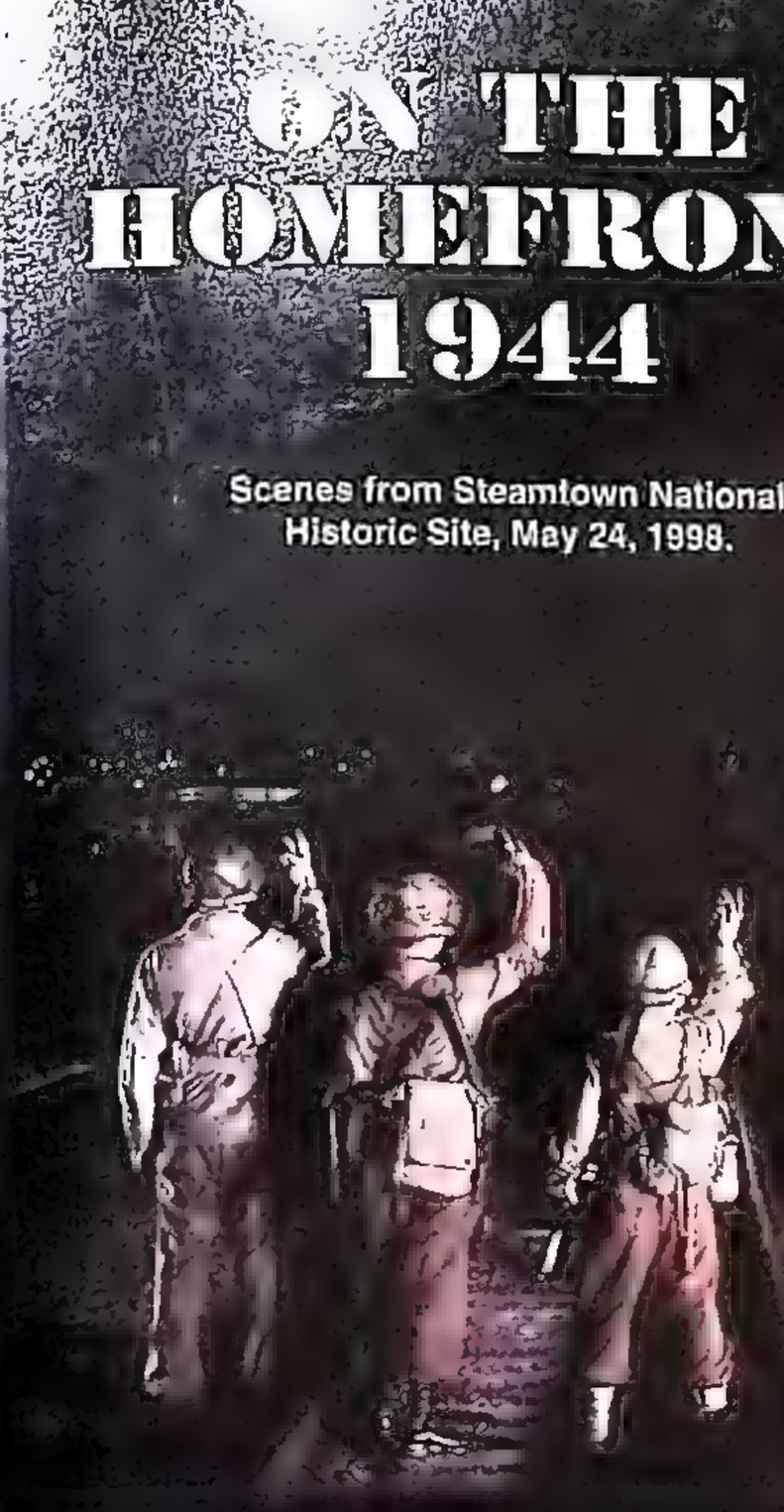
The author gratefully acknowledges the assistance of Dave Foster, Tom Mueller, Vic Neves, John Ryczkowski, Mike Tackett and Steve Van denBurgh in the preparation of this article — *BRIAN JENNISON.*

The Future

Nearly two years after the UP-SP merger, operations on the Reno Branch remain largely unchanged. In fact, except for the new hot "Z" trains between the San Francisco Bay Area and Chicago, which run via the former SP line over Donner Pass and use the SP yard in Sparks for their pick-ups and set-outs, all intermodal traffic to and from Reno is still handled by the former WP branch and the Parr Boulevard Intermodal Facility. The merger could still bring changes to the branch, however. The UP is seriously considering building a new intermodal facility in Sparks. Should this occur, then piggyback traffic on the Reno Branch will become a thing of the past as all traffic will be shifted to an SP routing in order to use the new facility. Indeed, the entire north end of the branch may be abandoned, with the industries at Panther and Stead served from the lower end, possibly by a short line. If Coast Gas at Bordertown were relocated to Panther, more than 20 miles of branch could disappear. Western railfans owe it to themselves to photograph this interesting, unique and surprisingly accessible branch line operation while they still can.

ON THE HOMEFRONT 1944

Scenes from Steamtown National Historic Site, May 24, 1998.



photography: steve barry / night lighting by steve barry, joe calisi, frank etzel, kermit geary, jr., fred jones and john tully

IT'S 1944 ON THE HOMEFRONT and railroads are playing an important role in the U.S. effort in World War II. An engineer and conductor discuss switching moves (below). Soldiers are checking in at the troop extra as the commander arrives (right). Earlier in the day, another boxcar was loaded with supplies (below right). As another war extra leaves the yard, three GI's give the engineer on Big Boy 4012 a victorious salute (above).

Dream Train

photography: tom savio

Good times on the *Florida Fun-Train*

SUPPOSE YOU WERE to dream up your own luxury passenger train. What would it be like? It might have dome cars, a flashy paint job, fine dining and, maybe, on-board dancing and entertainment. Well, you don't need to blow diesel smoke rings to conjure up such a dream train. It's running now five days a week between metro Miami and the family attractions clustered around Orlando, Florida. It's the *Florida Fun-Train.*

The *Fun-Train* began as a dream shared by custom passenger car builder Tom Rader and Florida entrepreneur and rail transit official Al Harper. They're principals in First American Railways, the company that operates the *Florida Fun-Train* and Colorado's Durango & Silverton Narrow Gauge Railroad. Joining them in the *Fun-Train* venture are Gene Garfield, the founder of the original *Auto-Train,* and Florida entrepreneur Mike Acierno. The concept was to ferry foreign cruise ship passengers and tourists from south Florida 200 miles north to Walt Disney World, Universal Studios and the neighboring attractions of central Florida. The *Fun-Train* inaugurated service on October 15, 1997.

Inside the *Fun-Train*

For veteran rail riders, the four-hour, daylight run between the Gold Coast and the mangroves and orange groves of rural Florida is reason enough to buy a ticket. However, to attract enough mainstream tourists weaned on Disney fantasies and theme parks, the *Fun-Train* folks conceived a unique "entertainment train" that caters to nearly every taste and budget.

To entertain kids and teens who might find riding even the Bullet Train abysmally slow, there's a space shuttle-themed video game car. Parents, grandparents and the twenty-something's can dance and party in the "Tiki Railbar" car. Fresh Pizza and snacks are served onboard the Elvis era "50s Diner" to the beat of its own jukebox. Traditional dining car meals, with china, napery and fresh flowers, are also available at your seat in the glass-roofed Guest Cars.

The *Fun-Train's* unique passenger cars were designed and built by Rader Rail Car Company utilizing former Chicago & North Western bi-level gallery commute cars and single-level VIA rolling stock. Eight cars have been

THE* FLORIDA FUN-TRAIN,** *behind leased Amtrak F40 374, shows off its bright colors at Tri-Rail's Sheridan Street station in Hollywood, Florida, on February 4, 1998* ***(above). *Guest car No.3, a single-level dome, is a converted former VIA coach* ***(below).*** *The bi-level car behind the dome is a former Chicago & North Western gallery commuter car.*

by
Tom Savio

delivered, and four more are on order. The Entertainment Cars retained their full height and some of their original upper-level seating, while the Guest Cars are single-level domes similar to the new Swiss carriages that roll through the Alps. Each of the Guest Cars have booth seating for 76, a full-service bar and a tiny pantry/galley/grill where traditional meals are prepared.

The Fun-Train consist, including a former Canadian Pacific baggage car, is bracketed by two F40s in pull-pull mode. Three Amtrak F40s are leased — units 354, 358 and 374. The entire package is wrapped in one of the most startling liveries ever applied to a train. If the *Fun-Train's* blue, fuschia, lemon and lime colors don't immediately appeal to those weaned on UP Armour yellow and Pennsy Tuscan red, it does typify South Florida's tropical pallet. More importantly, the bright scheme attracts the attention of tourists on the parallel highways. Simply put, the *Florida Fun-Train* is the most startling sight to roll down the mainline since *Super Train,* the ill-fated TV series of the 1970s. The *Fun-Train's* interior decor ranges from the bright colors of Miami's South Beach Art Deco hotels to the menacingly dark video car accented with neon lights.

Riding through Florida

My trip aboard the *Fun-Train* began on a warm February morning at the Sheridan Street Terminal in Hollywood, off 1-95 about ten miles north of Miami. The complex of ramps, tents and temporary buildings is adjacent to the Tri-Rail commuter station. This is a very busy stretch single iron now owned by Florida's Department of Transportation between Miami and West Palm Beach. The *Fun-Train* shares track space with numerous CSX freights, Amtrak's Florida Fleet and Tri-Rail commutes to West Palm Beach. It's so busy that peddler freights must switch out their cars while dodging the frequent passenger trains, making for some complicated dispatching and delayed commuters.

Once under way, breakfast was served. I ordered scrambled eggs in puff pastry and maple sausages — very good! Lunch and dinner menus featured courses like crab cakes and rack of lamb. They're prepared by yachting chef Linda Schneider using the *"Sous-Vide"* hot-water process.

Onboard the *Fun-Train*

***THE* FUN-TRAIN** *reflects the color of the Sunshine State throughout its interior. A cool drink can be had at the tropical "Tiki Railbar" (**top**). The "uniforms" (and the people) of the* Fun-Train *crew are almost as colorful as the train itself (**above**). The video car (**below**) has a space shuttle theme and is trimmed in Florida neon.*

Main courses are precooked "on shore" and sealed in plastic pouches. At meal times, they're revitalized in boiling water. It sounds absolutely awful, but the food is amazingly good. Between meals and sightseeing, we were entertained by a magician/clown duo.

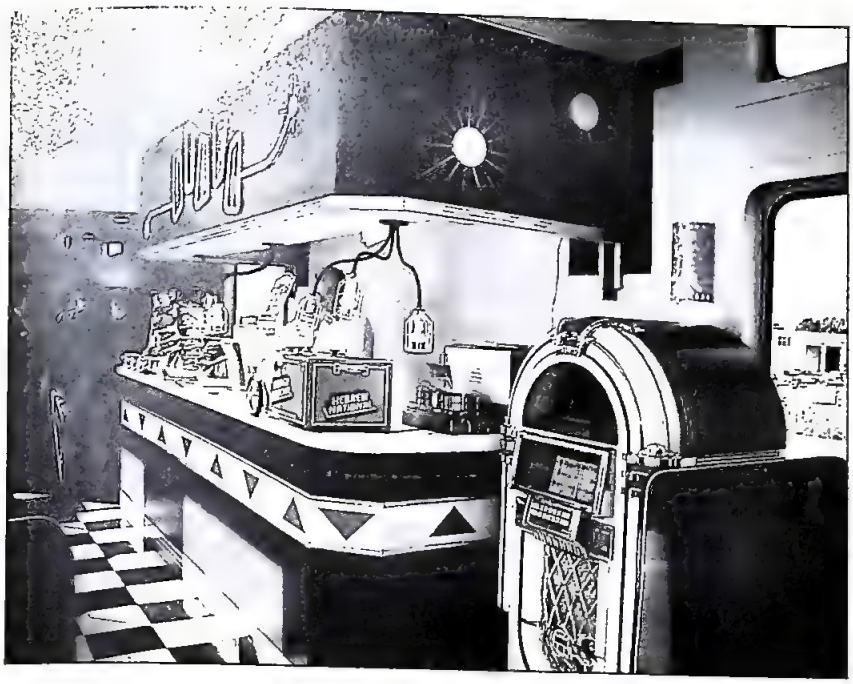
We rolled non-stop past coal, fruit, auto and rock trains on the former Seaboard Air Line until Auburndale in central Florida. There, we switched to the old Atlantic Coast Line — with the help of CSX's last Florida main line ground throw — for the final lap into the Kissimmee station.

Although scenery isn't emphasized in the *Fun-Train* brochure, there were miles of lake land and orange trees heavy with fruit. Exotic birds and the occasional wild boar and 'gator were spotted.

Our operating crew consisted of veterans of the pre-Amtrak *Silver Meteor, Champions* and the incomparable *Florida Special*. They eagerly recalled "the days of real railroading" from Seaboard's unique glass-topped Sun Lounges to "doodle-bugging" along the Gulf Coast. The nostalgic memories unfurled against a background of gospel music CDs and radio chatter from the head end.

Start-up woes

Ironically, while the *Fun-Train* offers nearly every thing a fan or tourist could want, it lacks the one thing it needs — passengers. I counted about 30 people on a train that could easily



THE SPIRIT OF ELVIS LIVES *in the Florida Fun-Train's '50s Diner car. Breakfast on the train includes eggs with all the fixings and a tall glass of fresh-squeezed Florida orange juice* ***(below).*** *The Kissimmee station is one of the nicer photo locations on the train's route* ***(opposite).***

handle 100 more! Gold Coast railfans say the *Fun-Train* suffers from "Field of Dreams" syndrome — an unrealistic "build it and they will come" optimism.

There are a number of reasons for the train's disappointing first season, but none of them are necessarily fatal. In fact, most are already being addressed. The cars were delivered months late by Rader, preventing the obligatory preseason marketing to the travel industry. Now that the train is running, tour operators have something tangible to feature in their brochures.

The train's biggest drawback is its Kissimmee terminal, located in a business park seven miles from Disney World and 15 miles from Orlando, necessitating a shuttle van service. For day-trippers, there are no services at Kissimmee, and not enough time to visit anywhere else. Plans are in the works to move the terminal closer to Orlando, perhaps to the Amtrak station a block from the trendy Church Street Station shopping venue.

Although the southern terminal at Sheridan Street is some distance from the tourist haunts, it has good freeway access and is in a much better neighborhood than Miami's Amtrak station. Large charter groups can now take advantage of the new Tri-Rail Miami International Airport station.

The market for foreign cruise passengers hasn't as yet materialized, so the *Fun-Train* people are planning luxury day trips to cultural and sporting events for local travelers and business charters. For instance, the West Palm Beach rail station is not far from White Hall, Florida East Coast Railway mogul Henry Flagler's mansion and private car, a must for railettes and railfans alike.

The operating side of the *Fun-Train* has its headaches, too. For starters, First American Railways must contract separately with CSX, Amtrak, Tri-Rail and Florida DOT just to get the train over the congested line. Fortunately, Tri-Rail is planning to double-track the route as far as West Palm Beach, simplifying the dispatcher's job and speeding traffic up.

Finally, the *Fun-Train,* with all of its high start-up costs and expectations but little immediate success, has fallen victim to a very unsympathetic press. In all candor, the train brought some of its media woes on itself. There was no media management consultant, no press trips and the staff was naive when working with the Fourth Estate. However, when central Florida was wasted by last winter's killer tornadoes, the good folks at the *Fun-Train* spontaneously responded by rushing donated relief supplies to the devastated communities, free of charge. Moreover, donors were rewarded with free *Fun-Train* tickets. As a result, the *Florida Fun-Train* earned the public's gratitude and some welcome headlines.

Fun-Train 'fanning

The best way to railfan the *Fun-Train* is by purchasing a ticket. You'll enjoy the ride and be supporting people who put a lot on the line to get tourist's off the highways and onto the rails.

Here are some tips if you want to tax your Kodachome with the *Fun-Train's* flamboyant livery. The train is serviced at Amtrak's Miami station and passenger car complex in Hialeah Yard north of Miami Airport. There's ample time to shoot the train at Sheridan Street station, but it's a cluttered view. North of the Tri-Rail station, the line curves through a warehouse district, with a background of pines and palms that looks like a Seaboard Air Line publicity shot.

The restored Fort Lauderdale Amtrak/Tri-Rail station is very picturesque, but the CSX railroaders are hostile to fans who stray off the platform to shoot from the sunny side of the tracks. Past West Palm Beach, the track heads inland into rural Florida. A good road map is needed for shots of the train by the lakes and citrus groves. You may do better by riding the train and picking a couple of photo locations to visit another day by car.

The business complex that contains the northern terminal is located at 1755 Avenue A, Kissimmee. It's a photogenic, park-like setting. The sharply curved track leading to the mainline is an obvious shot showing off the entire train.

Currently, the *Fun-Train* operates five days a week, but on a different schedule each day, subject to change according to ridership needs, so call 888/386-8722 for details. Commencing July 1, 1998, the *Fun-Train* expects to extend service from Orlando to Tampa on Florida's Gulf Coast.

If you want to experience an entirely fresh approach to train travel, then the *Florida Fun-Train* is truly a dream come true.

***"YOUR HAND ON THE THROTTLE" STUDENT DICK LACOURCIERI** operates Valley Railroad 2-8-2 No.40 under the watchful eye of J. David Conrad on April 18, 1998. As part of the program, Dave Conrad also teaches the basic of steam locomotive mechanics **(below)**.*

AS A YOUNGSTER GROWING UP in the diesel age, I had always wondered what it would be like to operate a steam locomotive. About the only way to get that chance these days seemed to be to join a railroad museum and work up through the ranks — a time-consuming process. So when the Valley Railroad of Essex, Connecticut, sent along information on their "Your Hand on the Throttle" program, I instantly took notice. Here was a way to get into the right-hand seat in a locomotive cab.

The Valley Railroad runs the "Your Hand on the Throttle" program as a revenue-raiser before and after the regular tourist train seasons in the spring and fall. When tourist volume isn't heavy enough to warrant running an entire train, Valley has found a way to make a one-hour round trip with just a single paying customer into a money-maker.

I called the Valley and made arrangements to take part in the program, and was assigned April 18, 1998, as the date I would learn to operate their 2-8-2 No.40. A 50-page book showed up in the mail, along with a registration form and liability release. I returned the paperwork and sat down with the book. The first several pages were devoted to safety rules (which I would be tested on, according to the registration form). The remainder of the book was devoted to steam locomotive operation, and was just included for informational purposes. The railroad indicated that some of the material might be of too technical a nature for some of the participants.

The big day arrived and I headed up to Essex, arriving at the Valley station about 15 minutes before my scheduled 8:00 a.m. classroom lesson and "rules exam." The classroom instruction is given to four participants at a time, with each taking the locomotive out for an hour starting at 9:00. I had the unlucky draw of being the last to go out, so I had three hours to wait between the end of the class and my scheduled 12:00 noon romp down the Valley.

My classroom instructor was noted locomotive expert J. David Conrad, and you couldn't find a better teacher. Joining me in class were two Connecticut residents, David Ridel of Coventry and Dick Lacourcieri of Southington. Not in class was Warren McClure of Westerly, Rhode Island. It was his second time through the program and return customers are not required to repeat the class.

First came the dreaded rules exam, which was a short written test. The exam was graded orally, with Dave Conrad running through the questions and randomly asking each of us for the proper answers. Despite some anxious moments, we all finished with a perfect score. The test took only about 15 minutes of our scheduled one hour session, so using a small model of steam locomotive valve gear, Dave proceeded to explain the relationship between the throttle, Johnson bar (reversing lever), cylinders and valves. I have read about this stuff in text books and the like and could never make heads or tails out of it. It is a credit to Dave's teaching skills that I learned more about how a steam locomotive operates in 30 minutes of his class than I had learned in the previous 40 years.

Finally, after class we were taken out to see Valley No.40. Dave walked us around the locomotive first, indicating how the parts we saw on the model translated to the real thing. We were then ushered into the cab where we were shown the items that we would be using during our cruise down the the railroad — throttle, Johnson bar, brake, air gauge, whistle cord, bell cord and valve and headlight switch. Soon we were hustled out of the cab, leaving only Dave Conrad, fireman Tim Ryan and David Ridel, the first "engineer" of the day.

The first lesson in operating the locomotive is how to get it started and stopped. David eased the locomotive forward and brought it to a smooth stop. Soon he had it in reverse and was heading south for the three-mile jaunt down the Valley to the connection with Amtrak's Boston line at Old Saybrook.

Time passed rather quickly, and soon the locomotive was back with David at the throttle wearing a huge grin. He brought the engine to a stop, left the cab and turned it over to Dick Lacourcieri, the man with the 10:00 trip.

While Dick was making his trip, I was joined by Warren McClure, the participant who had been through the program before. He admitted that, even though this was going to be his second run, he was nervous. This eased my own tingling a little bit. We talked some more and soon Dick (complete with big smile) has the engine back in Essex and Warren immediately jumped in the cab. As soon as Dave Conrad gave him the okay, Warren had the engine heading south — no practice starts and stops for this "veteran."

two photos: steve barry

Hand on the Throttle

by Steve Barry

My nervousness mounted as just before noon the headlight of No.40 appeared south of Essex. Warren brought the engine back in and immediately signed up for his third tour through the course in the fall 1998 session. It was now my turn.

Dave Conrad had to leave the locomotive to teach the afternoon class, so I was introduced to my tutor, Paul Lewis, road foreman and chief rules examiner for the Valley. Tim Ryan would be firing on my trip. Paul quickly ran through the devices I would be using during my run — the throttle was in front of me, reachable with my left arm nearly fully extended; the Johnson bar was down in front of my knees, where my right hand could get to it; the whistle cord was overhead and the brake was located just down and to the left of the throttle. Paul then gave me some advice — "everything you do is going to make the locomotive react in some way. It just might not happen immediately." With that, I kicked off the brakes, put the Johnson bar all the way forward and gave a tug on the throttle. "Stop the engine so the cab window lines up with the end of that coach," Paul told me. I applied the brakes — and nothing happened. I gave it some more brake and we came to a rapid stop, about 40 feet short of where I wanted to be. A couple more practice stops and I had gotten marginally better. It was time to put the engine in reverse and head down the main.

For the reverse move, I was sitting in a position that put me facing the backhead (sort of an eleven o'clock position, if you consider looking straight ahead twelve o'clock.) This position required looking back over my right shoulder, so Paul suggested I sit facing the fireman, leaning backwards over the cab armrest and looking across my left shoulder. This was indeed more comfortable. I also discovered that the throttle required a bit of a tug to get it open, then moved fairly easily. Since my left hand was nearest the throttle and I'm right-handed, I discovered I couldn't use the amount of finesse I would have liked. I therefore worked the throttle with a two-handed grip, using my left arm for force and quickly making adjustments with my right.

Just out of the station we encountered our first grade crossing, which needed the flashers turned on manually by fireman Tim. I applied the brakes, watching the air gauge. "Don't watch the gauge," Paul admonished. "*Feel* the engine through the seat of your pants." I eased No.40 to a stop, Tim swung down, activated the flashers and I eased the engine into motion again, giving the standard grade crossing whistle signal.

I was surprised at how "hands off" the program's instructors are. Once I had a feel for the locomotive's speed, Paul just stood behind me in the gangway and hardly ever have me any instruction. I used the throttle and brake to adjust the speed (which was 15 miles an hour except when we had to cross a couple of facing-point switches at ten per) and used my own judgment for when to blow the whistle for grade crossings.

Two great things about operating on the Valley quickly became evident. First, the line from Essex to Old Saybrook has a bit of a sag in it, so you have to adjust the throttle and use the brake to keep your speed steady. Second, there are three grade crossings on the line. Connecticut law requires that whistle posts be placed one-quarter mile from all grade crossings and you must blow at the post. It also requires that the last note of the whistle signal be sounding as the train enters the crossing. High speed math tells you that if you start blowing at the post and keep blowing for the entire quarter-mile at 15 miles an hour, you'll be on the whistle for 30 seconds. The compromise used on the Valley is you give the complete signal in a somewhat restrained manner at the whistle post, then blow it again with gusto as you get to the crossing. This doubles the number of times you get to play with the whistle each trip. The bell, by the way, is activated by turning a valve, then yanking once on the bell cord. It then rings until the valve is closed. I kept forgetting about the bell, which apparently is a pretty common mistake among the Valley's "rookie engineers."

paul lewis

***AT THE THROTTLE OF** Valley Railroad Mikado No.40 is R&R editor Barry, feeling "like an engineer" on April 18, 1998, at the conclusion of his one-hour lesson in operating a steam locomotive.*

After cruising down the line to Old Saybrook, we stopped just north of the wye that connects the Valley with Amtrak. I had been somewhat apprehensive about having to run the locomotive in reverse for the first part of the trip, but in retrospect I was glad that was the way it worked out. I had used the southbound trip to get the feel of the engine and when I swing around in the seat to face forward for the return trip, I *felt* like an engineer.

I sat there waiting for Paul to say something, but as it had been for the entire trip, he was leaving everything up to me. He finally said, "Go when you're ready. If you want to, you can whistle off." That was enough of an invitation for me, so I put the Johnson bar forward, gave the whistle cord two yanks and tugged out on the throttle.

There's a bit of a grade coming out of Old Saybrook as the line passes under I-95, and at this point Paul leaned forward and applied the brakes. "Use the throttle to keep the speed up!" he shouted. I pulled out more and more on the throttle, and was greeted by a sharp "*pow-pow-pow*" as the exhaust blasted from the stack. *Wow!*

As we headed down the sag in the line and the locomotive was drifting, I suddenly got a lot of clanging from the engine. Paul said, "You've either got to give it more throttle or adjust the Johnson bar." Well, the glory part about being an engineer is pulling out on the throttle, not trimming up the Johnson bar, so I two-handed the throttle out a little more. After all, this program is called "Your Hand on the Throttle."

All too soon, we were back in Essex. I thanked Paul and Tim and left the cab. Would I do this again? You bet.

The Valley's "Your Hand on the Throttle" program is sold out for its Saturday and Sunday sessions for November 1998, but there may be some Friday spots open. The program will also be held in Spring 1999. It costs $300.00 for one hour of classroom and one hour of locomotive time, and the Valley is trying to expand on the program so repeat customers can do some things differently. Dave Conrad indicates that the program is not only attracting railfans, but also people who do "fun things" like take hot air balloon rides and the such — people who are looking for things out of the ordinary. A large number of the participants received their trip as a gift.

For more information on the "Your Hand on the Throttle" program, call the Valley Railroad at 860/767-0103.

There Was a War On

By HENRY A. BUCK

If I live to be a hundred — which is extremely unlikely — I shall always be able to recall vividly my initiation into railroad service. The modern American railroad is an institution of hard knocks even though it is minus college hazing. Still and all I received a glorious and memorable welcome.

For many years a newspaperman and writer of trade-paper articles, I came into railroading by circumstance and national crisis rather than from actual choice. It was December 11, 1943 and there was a war on—remember? The draft board had decided I was too old at 43 for the service, yet not so old but that maybe a good, hard wartime job involving toil and sweat would be quite beneficial to my already fine state of health and to the country's well-being. Judging from epithets hurled at me from time to time by one or two non-too-satisfied engineers, I might have served the cause better by spending a year on each of the Thousand Islands — or perhaps in a quiet cemetery. You see, I had hired out as a fireman. All I knew about a fire, up to that time, was that a fire is hot. But how to make on hot enough to maintain steam pressures from 175 to 200 pounds at every turn of the wheel — that was something else again!

The railroads needed manpower, but I think my line settled for one half-man and no power the day I got my signers. I was whisked through a series of examinations and routine with pinwheel dispatch, sent to my terminal, and told there that I was, "Second out — we'll call you!" Second out! I still remember mulling that over in my befuddled mind. For a week I was always second out — unless it was first out. It seemed to me that I was the only railroad fireman on earth. Go here, go there; cover this job, cover that one.

But that first day. Sure, anyone would want to know about that first day. Conductors and brakemen stared at me as if I was the current issue of *Joe Miller's Joke Book,* and as I recall it, not a one of them looked less than seven feet tall nor seemed to weigh less than somewhere between 300 and 1000 pounds — all brawn and plenty tough. The engineers were different, I thought. They wouldn't let me suffer . . . much. I'd either "have th' steam up there" or die in the attempt; and in all probability they preferred the latter to the former. I trembled all over and did everything wrong.

"Okay! so you're a fireman now," mumbled one of the older engineers, sizing me up with that "all is lost" expression, "Let's see y'handle th' banjo!" The scoop was only a No.4, but I shall never forget how mammoth it loomed over there in that gooey, dismal coal pile. I wet my lips and reached for the shovel. I was off-balance to begin with; but no one said a word. After all, there "was a war on"; it was better if one learned the hard way. That I did! Teetering on the ball of my left foot, I dug in and then swung that shovel in the general direction of the firebox. Maybe I was dreaming of an age yet to come, when firedoors would open by thought-wave. At any rate, I had failed to step down on the airtrip pedal, the butterfly doors remained shut, my scoop connected with a nasty metallic *b-o-i-i-n-n-g* and the engineer had a nice pile of coal, amid a cloud of dust, about his feet! He was anything but favorably impressed. With sarcasm such as only the experienced can master, he said, "Throw it in th' firebox—ain't no fire over here!" I was embarrassed and my face was red, but not from the fire which I hadn't seen yet.

Was it Martin Luther who said, "Man is a beast of habit"? I proved to be no exception to the rule and gradually caught on to the art of firing a locomotive. But by the time I felt pleased with myself, I was due for a setback. There was something else: water.

My engineer glanced at what I was soon to learn was a water glass. "Better give 'er some water," he shouted; adding, "put th' gun on!" Put the gun on. Was this railroading or was I on a firing line?

The [illegible] on — it made no impression. So he pointed to three valves at my seatbox. I could have my choice, chocolate, vanilla or strawberry, eh? The engineer looked up again, and frowned. He told me in few words that you fill a boiler with water *before* it runs dry. He emphasized that when an engine blows up there is sometimes one or two drivers left; once in a great while part of a tender; he gloomily concluded, "but they never find th' bodies—they're usually blown all t'hell!"

I dropped off my seatbox and fumbled with those valves. There is only one way to make 'em work right, and I was doing it the wrong way. First there was a choke, rumble, roar: water pouring all over the ground. I monkeyed some more; then a jet of steam tore loose and into the six-foot making a hole deep enough in which to bury a midget. "Did you get it?" the engineer asked. He knew darn well that I hadn't. He sensed my chagrin and with a disgusted look came over. A quick turn of his wrist and — presto! — water was coursing through the branch-line into the boiler. That's experience. It was as simple as all that and yet I had to foul it up. And for some time injectors meant nothing to me but a black look from the engineer on duty.

Until I grasped that intangible something roughly dubbed technique, putting on an injector was a great source of concern to me. And then I found out that hand-bombers meant swapping steam for water; water from steam up and down the line from the time you leave a water plug until you return on the pit. Someone said, "Being a fireman must be very exciting"; and I immediately answered, "You aren't kidding!"

In the winter time, my hopes for happier days were not boosted by the assurances of light-hearted engineers who would say to me, "Why I have men firing for me who keep the firebox doors open so we won't freeze to death — and still have it up there!" As time passed, I discovered this could be done although I never believed it at first.

Then came another event. I must qualify for hostler! You know, that fellow who works his fool head off all night to prepare an engine for a fireman only to learn that nothing is right about that fire he so laboriously built up. Of course, when the fireman is hostling, that's another story, and turn-about is fair play.

Hostling is quite a job: hot in the summer, both hot and cold in the winter, depending on how busy you are kept. All sizes and classes of engines; bad coal; poor steamers; frozen injectors and branch-lines; frozen or clogged up sand pipes; ice-coated brakeshoes, driver tires, turntable gears and rails. Mushing around the engines in snow above the knees with plenty of tough-sledding when it gets 10 or 20 below zero. I've been through it many times.

Not long ago I met a man who thought railroad firemen and engineers had the softest jobs in the world. "What makes you think so?" I queried. "Why look at those nice stokers you fellows have. Nothing to it, is there? How can you miss?"

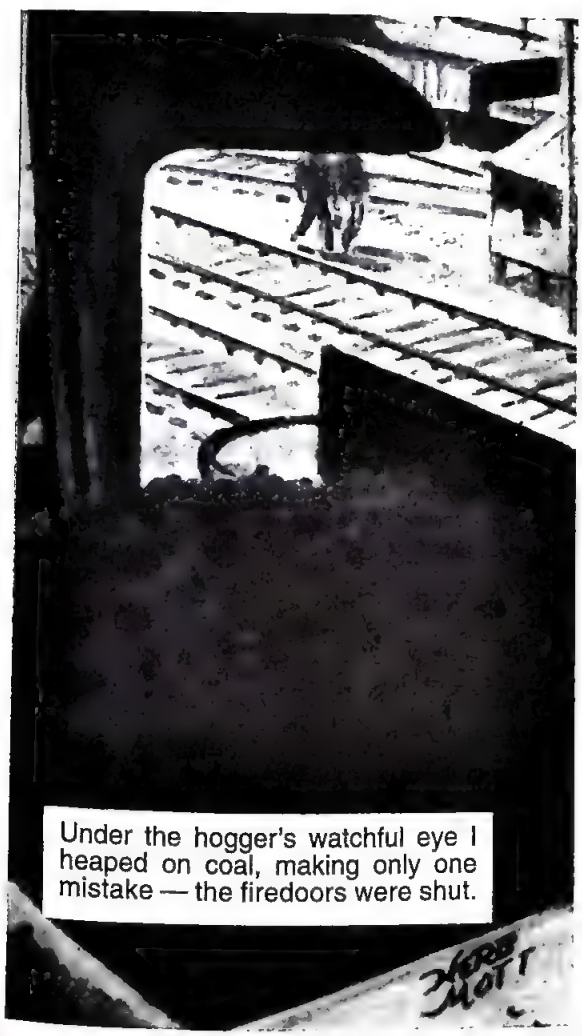
How can you miss? Well, any railroad engineer or fireman will tell you that a stoker-fed steam engine is only as good as its operator. And I can tell you that stokers are just about as temperamental as an opera singer and ten times as stubborn when the occasion arises.

From the time one of these engines leaves on a run until the trip is completed, the fireman must figure carefully both water and fuel usage. Coal feeding from tender to the firebox distributing plate must be lean and even. "Starve it—starve it!" I wish I had a nickel for every time I have heard a good engineer say this. The longer the run the tougher the figuring. Engineer and fireman have to work together, and they do! The novice has to learn this from the rule of daily experience and all the trouble he encounters.

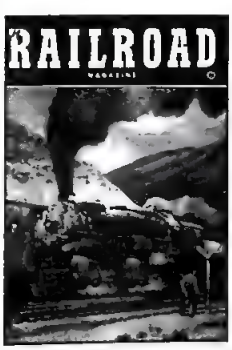
Water — that's liquid gold to us. Without enough water both time and reputation beat you to the punch. Dropping minutes on a run soon means dropping out. Many a man long relegated to limited yard service can recall his final trip; his advice to the younger man is always the best.

But does anyone fully appreciate what a railroad man has to put up with? Well I never thought about that myself until about two days after I signed up. The rail is out in all kinds of weather; all hours of the night or day; heat, cold, rain, sleet, snow — and that bugaboo of every road man — fog! He works Sundays, holidays, making trips up and down the division; in and out of the yards, when most folds are relaxing, sleeping or are up at camp. Extra men are within earshot of a telephone, subject to immediate call. Christmas, New Year's, Easter, Thanksgiving Day, Memorial Day or Fourth of July—it's all the same to a railroader. He may be first out or ten times out but he is a railroad man, and he serves his road faithfully to the day of his pension — if he lives that long!

How do I like it? I don't know yet—I'm just a six-year-old. Ask me twenty years from now; maybe I'll tell you then, if I'm still alive!



This story first appeared in the May 1950 RAILROAD *magazine. Also in that issue was "Destiny's Railroad" about Canadian National's Smithers Division between Jasper and Prince Rupert and the role it played for the U.S. in World War II, as well as an article on how railroads handled and used explosives. The Denver & Rio Grande Western narrow gauge passenger trains between Durango and Alamosa, Colorado, were profiled in "Little Giant Deluxe," and there was an illustrated roster for the Wheeling & Lake Erie. Regular departments included Joe Easley's* ALONG THE IRON PIKE, RAILROAD CAMERA CLUB *and* LIGHT OF THE LANTERN. *There were also four* TRUE TALES OF THE RAILS *and one railroad fiction story.*



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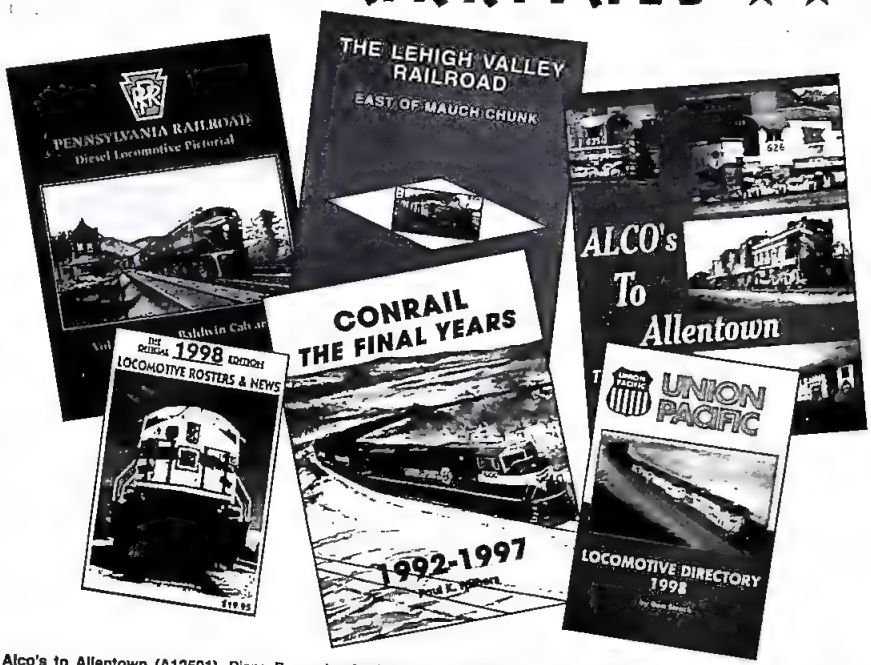

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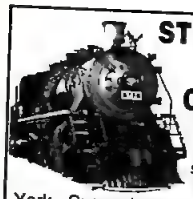

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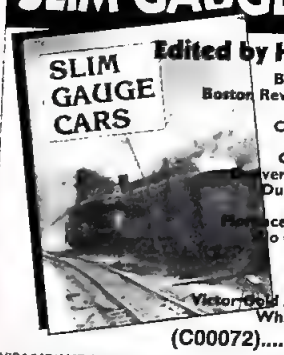

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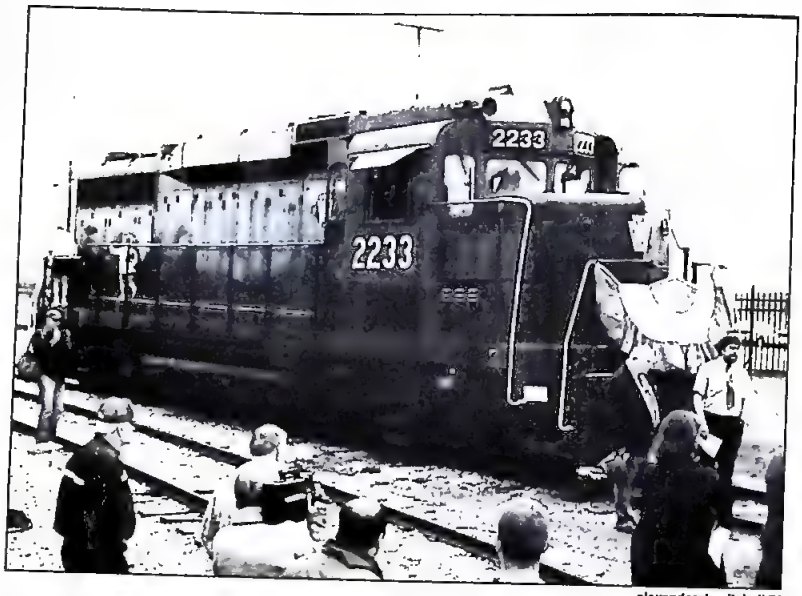


alexander d. mitchell IV

FORMER PENNSYLVANIA RAILROAD GP30 2233, operated for years by the West Shore Railroad in Lewisburg, Pennsylvania, has been donated to the Railroad Museum of Pennsylvania in Strasburg and was dedicated in memory of its savior, Richard Sanders, at a ceremony on June 7, 1998, during the Museum's PRR Weekend. PRR 2233 was one of 52 GP30s ordered by the Pennsy as part of EMD order 7643, and was built in April 1963. It retained its PRR number into Penn Central and Conrail service, and was retired by Conrail in 1986. It was purchased from the scrap lines that year by rail enthusiast Richard Sanders for use by the West Shore RR in Lewisburg, which operated passenger excursions and freight on the former PRR branch to Mifflinburg and the former Reading line from West Milton to Winfield. The Conrail-blue paint was replaced with its authentic and original, albeit Spartan, PRR livery, and 2233 was used sparingly in excursion service.

Mr. Sanders died unexpectedly in 1994, after which 2233 was essentially retired from active duty, though the West Shore continued to maintain it until passenger operations ceased on the line at the end of 1997. A representative of Mrs. Sanders contacted the Museum in February 1998 and it was decided to preserve the locomotive at the Museum as a lasting tribute to the memory of Richard Sanders.

Museum's collection of non-steam PRR power continues to receive attention with the recent delivery of E44 4465 cosmetically restored at Conrail's Juniata Shop near Altoona (see RAILNEWS). Also recently refurbished at Juniata was E7 5901 — *ALEXANDER D. MITCHELL IV.*

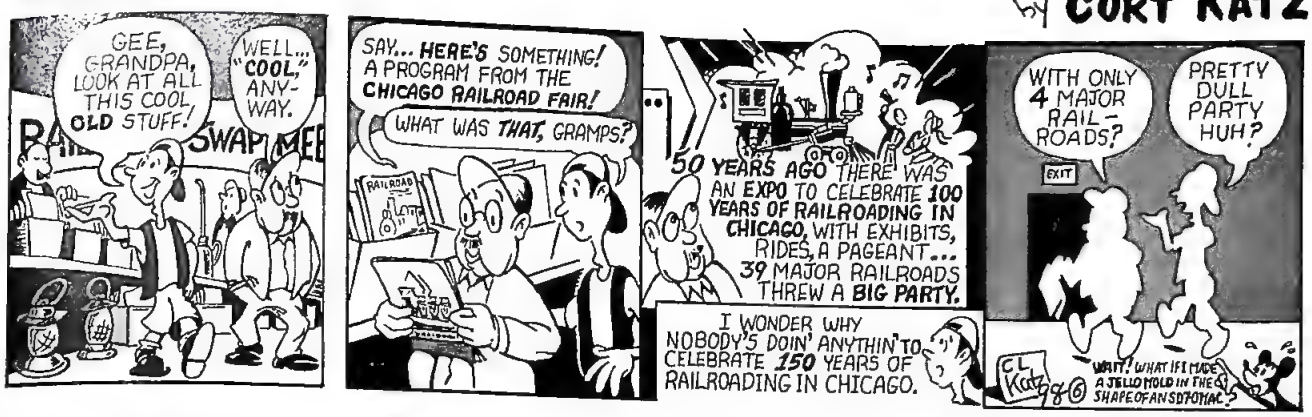
ON THE MENU

by JAMES D. PORTERFIELD

Matheson's blend

THE MAILMAN RECENTLY PUT ME in receipt of *The Vaders' Caboose* by George Matheson, an unusual little book full of stories from the memories a railroad family named Vader — "some true, some stretched, some totally fabricated," the author asserts — whose men worked for the Kettle Valley Railway of British Columbia. As you might expect of material drawn from more than 100 years of laboring in North America's most rugged terrain, you encounter everything from sudden death to napping in the midst of North America's most spectacular scenery. It is interesting to note how many stories have food as their focus.

Early, in a vignette entitled "Iowa 1864," a story no doubt handed down by citizens of States Centre, Iowa, to the Vader patriarch who once lived there, the six-man crew of an eastbound train huddles in the cab for warmth as the freight inches through a winter storm. Arriving in States Centre, where they are to load 1800 hogs, they find the station agent has warmed major portions of one piece of their freight through and through over the stove in his grain shanty-storehouse-railway station-home. As the storm continues unabated over the next


RAILFUN
by CURT KATZ
GEE, GRANDPA, LOOK AT ALL THIS COOL OLD STUFF!
"WELL... "COOL," ANY-WAY.
SWAP MEE
SAY... HERE'S SOMETHING! A PROGRAM FROM THE CHICAGO RAILROAD FAIR!
WHAT WAS THAT, GRAMPS?
50 YEARS AGO THERE WAS AN EXPO TO CELEBRATE 100 YEARS OF RAILROADING IN CHICAGO, WITH EXHIBITS, RIDES, A PAGEANT... 39 MAJOR RAILROADS THREW A BIG PARTY.
I WONDER WHY NOBODY'S DOIN' ANYTHIN' TO CELEBRATE 150 YEARS OF RAILROADING IN CHICAGO.
WITH ONLY 4 MAJOR RAIL-ROADS?
PRETTY DULL PARTY HUH?
EXIT
WAIT! WHAT IF I MADE A JELLO MOLD IN THE SHAPE OF AN SD70MAC?
CL Katz '98

three days, only 501 hogs can be loaded on the train. It takes a thaw four weeks later to uncover the remaining 1298 pigs, standing "side by side, frozen...."

Further on, Frank Vader, primary source of the stories, recalls in "The Club" being a youngster tagging along in the caboose with his older brother to Vancouver. There he is treated to a special clubhouse sandwich while his sibling plays cards at a gaming club near the yard.

"Coalmont," both a town and a title, tells of the arrival at "03:15 on a brutally cold January morning" of a train whose crew turns to Mr. Shaw of Shaw's Emporium for sustenance. Fifteen minutes after the substantial request for supplies is placed, Mr. Shaw is being toasted for his generosity by a band of men sitting around the caboose stove being made merry by Rye whiskey and the inviting scent of eggs, bacon, rolls and butter (and perhaps by the prospects for the Kootenay ale provisioned as well). "Dem Bones" includes a description of the consequences of not adequately cleaning the caboose after such a repast.

In "Blue Flag" a man meets his end while napping after eating a lunch packed by his new bride, the classic question of whether that universal warning of workers under the train was standing or not when the switcher entered the siding being moot to the worker in question.

In "Huckleberry," comrades of a section gang worker, who wanders off to gather that glossy black fruit, rig just the sort of elaborate prank industrial workers are famous for, with disastrous social consequences for them. "Carrots and Onions" describes the outcome of another prank, this one involving the unsightly appearance of a fireman's meal warmed in the firebox *en shovel* being mistaken by a conductor for something already having been rejected once by the fireman's stomach. The conductor promptly enacts the feat he thinks set in motion that which he witnessed.

A tale of three eggs

In "Eggs Phipped," Frank Vader lays out in detail the type of prank common to the workplace: "Conductor Boston Blackie, George Phipps, boiled his own eggs. He liked his eggs hard, extremely hard. It was not unusual for his morning ration of three eggs to sit on the pot, boiling merrily away, for at least twelve minutes. Had his eggs been round, instead of ovate, they may have made good playing marbles. He also peeled his eggs and picked them up with his fingers to eat them.

"We were up on the Coquihalla section doing a bit of ditching work on a mud slide; we'd been there for a couple of days and, therefore, all food was prepared in the caboose. On the second morning, Conductor Boston Blackie set his eggs to boil on the propane stove. However, within a minute or less, an urgent call of nature sent him charging off, toilet paper in hand, into the bush a short distance from the tracks. Before departing, Boston Blackie requested I keep an eye on his eggs and take them off in about ten minutes, had he not returned.

"The instant that he disappeared into the bush, I grabbed a spoon and removed the three eggs from the boiling water. Seating myself at the caboose's window, I kept careful watch to determine the Conductor's return . . . When I spotted him emerging from the scrub fir trees, I popped the eggs back into the boiling water. As he climbed back into the interior of the caboose, a second or two later, he turned to me and said, 'Vader, just a few ticks and I'll have these eggs on my plate.' After quickly washing his hands, and appropriately thanking me for my kind supervision of his breakfast, Boston Blackie sat down to eat. He picked the first egg up and brought it firmly down on the table top beside his plate in order to crack the shell; the egg splattered across the table in every direction, with most of its runny contents finding their way onto the Conductor's blue serge pants. He leapt to his feet puzzled; then with an extreme degree of caution, using his knife, probed the insides of the next two runny eggs. Leaning down towards the table, he sniffed at the oozing mess on his plate and then said, 'I don't understand this at all. I've always bought my eggs from Mr. Shaw's store in Coalmont; I've never had a bad one from him before, let alone three in one batch.

"He then cleaned up and chucked the mess over the back stoop of the caboose. His puzzlement was further augmented when

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the next quarter dozen eggs, carefully opened and poached extra hard, turned out not to be bad at all."

Fish tales

Vader actually steps into the dining car in "I Dub Thee Cod:" "In the 1940s the dining car stewards and waiters, who served in the superb dining cars of the Kettle Valley Railroad, performed . . . miracles . . . As a brakeman on the Penticton to Nelson and return run, I was entitled to eat in the dining car at meal times, and as an employee received a specially reduced rate. The meals were, without any doubt, exquisitely prepared; and to add to the bonus of it all, the stewards and waiters were constantly on the lookout for the welfare of their fellow employees. Placing an order would always go something like this. 'What's your recommendation?' 'Fish is an excellent choice tonight.' 'Okay then, fish it shall be.'

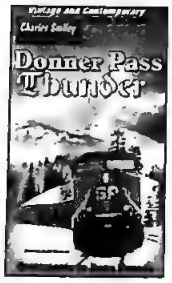
"Shortly thereafter the waiter would deliver the most expensive meal on the menu; a Chateaubriand steak, or Chicken Kiev, or on some occasions Shrimp Julienne. At times the meal was a combination of many delights, enough to satisfy the hungriest and most discerning railroad brakeman. The final *piece de resistance* was the bill, rendered on a silver tray; the amount but a portion of the least expensive meal on the menu: Fish."

That George Matheson blends these accounts effortlessly into a 219-page book, first on page seven and finally on page 155, attests to the high priority all who worked for the railroad gave to satisfying their hunger.

Copies of The Vaders' Caboose can be obtained direct from Kettle Valley Publishers (R.R. 2, Site 19, Comp 19; Lumby, British Columbia; Canada V0E 2G0) for $23.00 U.S. currency. "That brings you the book, with postage, smiles from the author and an autograph," says Matheson. His generosity is demonstrated by his kind permission to quote his book here.

VIDEOS

Action on Donner Pass



Donner Pass Thunder from Charles Smiley Presents, 18351 Blackhawk Street, Northridge, CA 91326; 90 minutes, color, stereo sound, $28.50 plus $3.00 shipping (CA res. add $2.34 sales tax).

Most of the famous grades in the country have attracted a video producer or two (or in the case of Tennessee Pass, maybe a few more than two). Many tapes are modern action runby tapes. A casual glance at the this dust jacket indicates a blend of historical and contemporary images, but in an unknown mix and context. I was pleasantly surprised to have this new release convey so much of the history of the Southern Pacific's Donner Pass crossing via scenes photographed over many years, including black & white still pictures, as well as appropriate narration on the "why" and "how" of the line and its construction.

Donner Pass is perhaps the most historically significant of all the routes out of California, being part of the transcontinental railroad, Central Pacific and all. From a railfanning standpoint, however, it seems to have been overlooked in recent times. Perhaps its the fact that it lacks the traffic density of Tehachapi or Cajon, or perhaps that it lacks the quick access needed for chasing. Perhaps it's just that SP has run some of the dirtiest power on the face of the planet over the Pass.

We begin our education by learning of the economy of the 1800s, the need for transportation to compete with ships and the legendary combination of Northern California's then captains of commerce: Huntington, Stanford, Hopkins and Crocker. Some clips of old Sacramento and the California State Railroad Museum, modern freight action and Caltrain at the capitol's station and some shots of grubby SP and off-road units at the pre-Union Pacific Roseville yard are the half-hour preamble to coverage of the Sierra grades. We start eastbound with a map and profile, and see a few steam and diesel powered freights around Emigrant Gap, Cape Horn and Soda Springs. The region's legendary snows (when wet, called 'Sierra Cement') begin to be featured by a few removal equipment views. A round trip on Amtrak in late December 1971, from Sacramento to Reno, was captured on 8mm film. The many snowy views out the dome and vestibule give a fresh perspective on being a passenger on another train that was marooned en-route decades ago (our westbound run was under sunny skies and powered by A-B-A FP7's). The trip footage is interspersed with b;lack & white stills of snowsheds. Next are most unusual 1950's views of the PFE icing dock at Roseville. We are then given a history lesson on the line's 1800s construction via black & white stills, the line's 1908 rebuild and the impact of wartime traffic that again spelled 'rebuild.' We next pace an AC8 (that's a steam cab-forward for all you alternating current traction fans) on the Modoc line, view PA's and F's on Donner passenger trains and view modern time freights powered by UP SD90s. Modern snow cleaning is represented by a few spreader scenes, and a couple of nice eastbound UP freights flanked by pine trees weighted down with that 'Sierra Cement' are well done. The connection to the Nevada County narrow gauge is mentioned, followed by the last piece of education — a brief comparison of the Donner Pass route with the somewhat parallel former Western Pacific Feather River Canyon route, also a part of today's UP.

The concept of this tape is quite valid and the execution and editing generally good. Sometimes the vintage footage is not always the highest quality, nor the modern footage at the most exotic locales, but the overall effect and story come off quite well, especially the views of older motive power and consists and the construction scenes. Color and sharpness are generally good, and the sound is stereo. After a somewhat slow and lengthy start in the Sacramento/Roseville area, the tape picks up speed as the grades intensify. The integration of historical black & white still photos and good narration make the tape enjoyable for non-railfans as well. Overall, a pleasant survey of the history of the Donner Pass route from one of the smaller names in railroad video productions — *Tom Kelcec.*

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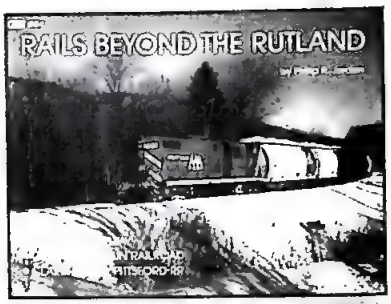

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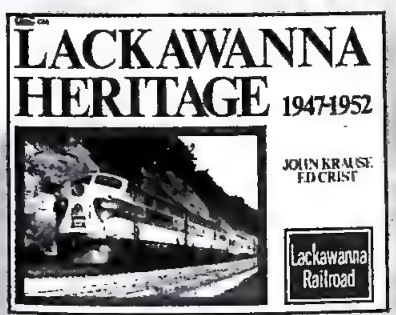

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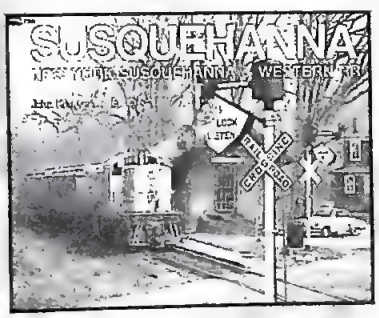

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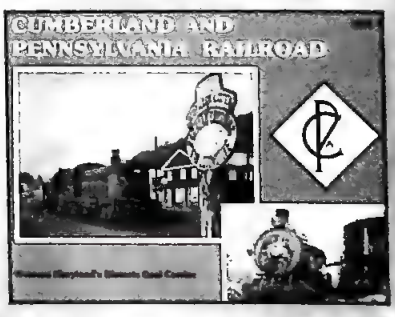

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B&M's Hillsboro Branch
The Jansen Turn
Spirit of Old 76
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ConRail's trolley
Great Steam Exhibition
Retracking the Apollos
ConRail & the Shorlines

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Benwood's EM-1's
A Boxcar weekend
Ross Rowland and No.1
The Milpitas F's

Spring 1977
Greenville & Northern
Tehachapi weekend
Empress of Agincourt
Soo South of Schiller

August 1977
Oregon's last loggers
C&NW's Alco country
Two Hours at Hunter
Lehigh Valley doodlebugs

October 1977
Prince Edward Island
The Asheville Trains
Baldwin's Baldwins
Freedom Train Photo Contest

December 1977
Index to Vol.I
The Camas Prairie
4449: Homeward Bound
Story of the FL9's

April 1978
Texas Transportation Co.
Strangers in South Station
Union Pacific into Chicago
Kenova and coal

May 1978
Chicago's new look
Roundhouse foreman
Extra 454 South
The Gila Bend Mixed

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Narrow Gauge country
Sand Patch
Bone Valley creatures
Chessie encounters

January 1979
Tracking the South Shore
Houston's Belt
Sperry's Golden Anniv

May 1979
Central Vermont Steam
Katy's Oklahoma F's
WP's Third Subdivision
Five Alcos and a Mack

September 1980
Ashley interlude
CP Rail Vermont
The Berk goes to work
The 800's: The Gary Job

March 1981
Surprises at Steamtown
Centennials
614 Steams for safety
Show Day

November 1981
St. Charles Line
From Silvs to Bangor
Coal City commuting
Bradshaw buys Silverton

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BN into Goodland
Cadillac & Lake City
Last days of the Rock

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[illegible]

Tidewater 251s
Blue Dragon of
Golden Valley

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Bristol & North Western
SF enters space age
NASA's resident railroader
Montreal's Big Centurys

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NRHS Colorado Rails '82
Welcome Dakota Rail
2716's Appalachian Odyssey
McCloud River Steam

January 1983
Wabash Valley
The 3985
Amtrak vs Bray Boulder
MoPac's Navy Pt.2

July 1983
Kuralt Exploring America
TP&W President McMillan
Boston's F-units
The Tip-Up

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The Zephyr goes Amtrak
Eagle Mountain's last day
The Tip-Up, Part 2
Exploring America, Part 3

November 1983
NRHS Convention
Richmond's triple crossing
Portage la Prairie: 1959
Wm.FAllen and Standard Time

March 1984
Changes on Mt. Washington
GGI retirement party
The Tuscola & Saginaw Bay

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The Paris Switcher
Pennsy pulled a fast one
Friends of a museum in need
Where the SD40-2s don't roam

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The saga of Santa Fe Skyway
It's the Maryland Midland
The Challenger on Sherman Hill

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War Production Board & Diesels
NRHS Banquet Address
The SP Lakeview Branch
The Battle of the Atlantic

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EMD invades England
The Resurrection of 2102
Vandenberg's Blue Alco
The New Genesee & Wyoming

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Mallets in the woods
I never planned to be a railfan
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Photo Line
The Rutland Train
SF to the Bay
CN's covered wagons

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Carolina Mixed
Exploring Fraser Canyon
River boats
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Hartford & Slocomb

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The GP30 Story
Quaboag and the Quasar
The Amador Central
Illinois Central on my mind

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The Alliance Line
Snowtime Safari
Golden Spike Photo Contest
A gathering of "PVs"

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The colorful Joint Line
"Biloxi Blues"
Update on the Apache
Pinsly comes to Florida

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The NRHS Convention
Gasoline Alley
[illegible]

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BN's Northwest "Funnel"
The Mississippian tradition
IRM 1987 Railfan Weekend
The well prepared traveler

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The North Western In Iowa
Greyhounds of the Overland Trail
A touch of Gray
North Shore Line

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Copper trains in cactus Country
The Legacy of A.E. Brown
Photo train through Arkansas
Freight on the "El"

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One day on Cajon
The Atlantic & St. Andrews Bay
The Foster Yeomen "59"
Sacramento's Corridor

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Soo Lines' grain Country
Hey! Buddy
Pinslys' Pioneer Valley
SP's U25Bs

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Tumbler to Tidewater
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Red River Valley & Western

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Milepost 465
Amtraks' Keystone service
"San Diegan" Special
Something old,Something new

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The Last F3, BAR42
The Railroads of Roaring Camp
Cabin Fever
Restored Santa Fe F-Units

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The Paris Local
UP's Hog Train Royal Hudson
The Pittsburg & Shawmut
Switchers on the Shawmut

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The Bigbee Line
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Kodaks' new T-Max 3200 Film

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Garden State in '88
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NRHS Night Life
Magma on Monday

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1522: Mountain Railroading
1522 on the road
Streamliners of Dixie
Mountain Pass Marias

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Winter steam at Cookshire, VT.
The New York & Lake Erie
Success in South Dakota
Ridin on the Cotton Belt

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Strangers in La Grange
Collins Curve
Return to White Pass

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Inco Limiteds' Electric Empire
4449 Adopt-A-Branch Special

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The Seminole Gulf Railway
CP's Maine Line
Railfanning the Seminole Gulf
Its a "Krok"

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Remembering the Katy
CP's Maine Line Pt.3
TTX Annual Report
Katy Color

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L.A. Union Passenger Terminal
Celebrating L.A. in May
Remembering Katy motive power

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Brills in the Hills
The Richmond
Fredericksburg & Potomac

Steam returns to Maine

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NRHS Convention
Spencer for History
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The diesel that tamed Hoosac
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The Aroostock Valley RR
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The "Canyon"
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ConRail's State Line Tunnel
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Philadelphia's PCCs
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The Thermal Belt
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The Schuylkill Shifter

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Shifter

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Aboard the UP doubleheader
Maine's Quintessential Short Line
Project 2472

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Bangor & Aroostock
Tracking the Green Machine
Amtrak's Empire Corridor

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Ilford's XP-2 Film

November 1991
Green Bay & Western Today
NRHS Huntington '91 Convention
25 Years of Steam in Dixie
Kodak's new Ektachrome 64X

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Erie E8s in New Jersey
Sacramento River spill
Simpson Timber
1991 Cover One winners

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RailTex in Georgia
Last train on the OC&E
Brill's "Other Bullets"
Amtrak's "Keystone Classic Club"

February 1992
Comparing the Bullets
Today's Missabe
Maine Central's last winter
Index to Volume 10/1991

March 1992
KCS on Rich Mountain
North to Alaska-In style!
Artwork of Paul Adams
Ultimate steam excursions

April 1992
1991 California Limited
Santa Fe 4-8-4s
3751 and Stan Kistler
2 Hours at Tunnel Two

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Twin Cities to the Twin Ports
Colorful Rectifiers
Steam returns to Susquehanna
The E44: PRR's Last
Freight Motor

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Edaville & the Maine, Part 2

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Last Days of Chehalis Western
Medi-Flu 15
Super Duper Fleets
11th Annual R&LHS awards

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CSX-ing the RF&P
"Campaign '92"
"K" Line and ITS at Long Branch
Processing Kodachrome

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New Hope for the New Hope
Chicago's Freight Tunnels
Arizona & California

November 1992
San Jose '92
Commuter Service L.A.
Bill Clinton campaign Train

December 1992
Streaking Across Texas
Boston's Last PCCs
Cover One Contest Winners
The Steam Season

January 1993
Soldier Summit
Pursuing the POTUS
Metro-North's "Boston" F10s
[illegible]

RAILFAN & RAILROAD BACK ISSUES

February 1993
Index to vol II
"Ultimate" Photo Freight
Santa Claus and the
Clinchfield Challenger

March 1993
Amtrak welcomes the X2000
Milford-Bennington RR
Northeastern Vacation
Your Photo "Philosophy"

April 1993
Steam in Poland today
Stevens Pass
Hasselblad photography
Eating along Enola

May 1993
SD45: EMD's Muscle Machine
The "Rotary Club"
Preview: 1993 NRHS
Convention
Qualex goes stupid

June 1993
Conventional wisdom
Filming "The Fugitive"

July 1993
"New" Pinsley paint
Port St. Joe Route
SD45: EMD's Muscle
Machine, Pt.3
SD45 Color Special

August 1993
Eureka!
End of the Sugar Beet Era
Amtrak's Sunset
goes Transcontinental
UP's "New" E-units

September 1993
Man: What an island
SD45s: We Deliver!
Growing up in the
Age of the SD45

October 1993
The Badger is Back
Where's Trinchera Pass?
F-units in Yakima Canyon
Connecticut's Shore
Line East

November 1993
Ann Arbor and Grand Trunk
NRHS "Chicago 1993"
Down a Beet Road
Photo Backpacks

December 1993
California Baldwin Bonanza
Steamtown 1993
West from Thief River Falls
Goodbye GB&W and
Fox River Valley

January 1994
Way of the Zephyr
Milwaukee Road 261
Climbing Cantara
Milwaukee Road 4-8-4's

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Alcos of New South Wales
The Historic Housatonic
Index to Volume 12
BN's Blakely Barge

March 1994
Photo Line Special
Route of Pink Rock
Why Boys Still Leave Home

April 1994
Portola Preserves Diesels
Shots of the Centurys
Railroads of Ft. Worth
BN's "High Line"

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Both Owl's are
Alive & Well
Insurance: Necessary Evil
Minnesota Commercial

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Seeking Russian Steam
Exploring Metro-North
Steam vs. Diesel
SD45's Come Home to BN

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The Georgia Northeastern
Georgia Marble's RR at Tate
Tremont & Gulf
A Reborn Rocket

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1994 Guide to Dinner Trains
Return to McCloud
13th Annual R&LHS Awards
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Green Diamonds & Red Diesels
Railway Potables

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New Hampshire & Vermont
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NRHS Atlanta
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The Colorful Susquehanna
Sparta Mountain & the
Susquehanna Loop
EBT: Past & Future
Aberdeen, Carolia, & West.

February 1995
Index to Volume 13
High Green at Thunder Hawk
Memories of Louisville
Return of the Centuries

March 1995
NS Steam Finale
The purposed Power Brake .Rule
Pureland's Pure Baldwins
Milwaukee 261 on the New River

APRIL 1995
Another Generation Passes
The Wood-Burners of Paraguay
It never rains in
California... it Pours!
Remembering the D&S

May 1995
Railroads of Durham
Semaphores & Southern Tier
Knott's Berry Farm
goes Rio Grande

June 1995
St. Maries River Railroad
Vans & Alcos (CP in Vermont)
Number 40's Florida Vacation
What's the Future of UP Steam?

July 1995
Anatomy of a Sierra Storm
Tuskagee Airmen
Where *Champions* Roamed
Pinon Pines and Semaphores

August 1995
N & W's remarkable 4-8-0s
R&LHS Railroad History Awards
Main Line Railroading in Oregon
Baldwin Field Day
Branch Line to Fame

September 1995
1995 Guide to Dinner Trains
Virginia Southern
N&W 475: Blacksburg
to Strasburg
On Ethics and Internet

October 1995
Steamtown's Grand Opening
NRHS Lancaster Conventions
Goin to Kansas City
Bluegrass Boats

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Al Rose Remembered
Filming Truman
Lehigh Valley in the Steam Era
Conrail's "Lehigh Line"
Canon's EOS System

December 1995
It's Government Work
Cover One Contest
Action on New England Central
Alcos on Kankakee,
Beaverville, & Southern
Visit to Virginia & Truckee: 1942

January 1996
Sabatage Strikes the *Sunset Limited*
Remembering British Columbia Electric
Southern Railway
Gallatin's Baby Train Master

February 1996
Index to Volume 14
Ghosts Under Wire
The American Orient Express
Conrail's Reading & Columbia

March 1996
Persevering PCC's
Reading & Columbia Follow-Up
All Aboard Santa Claus
"AC's" Return to Donner
The Great Miami & Western

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Those Western "Super Northerns"
The D&H to Albany (Part 1)
Lukens Steel Alcos with Trolley Poles
The Lost Generation

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Steamin' Through Missionary Ridge
Remembering Rudolph Diesel
A New Breed of Iron Horse
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The Dining Car *New York*

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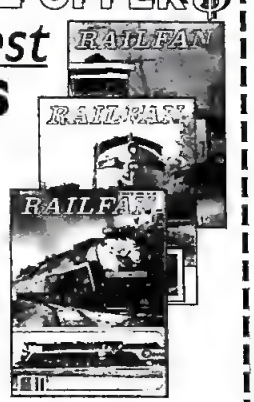

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An Alligator finds a home in Utah

alan jenninga

FORMER UTAH RAILWAY RSD 15 401 (originally Santa Fe 823, later ATSF 9823) was working for Broken Arrow, Inc., at Clive, Utah, in August 1992. The locomotive has the distinction of being "preserved" twice, once when purchased by the Promontory Chapter NRHS in 1983 and again when acquired in trade by the Utah State Railroad Museum in Ogden in 1998, where it is now on display.

UTAH RAILWAY No.401, originally a Santa Fe locomotive, has finally been retired and preserved. The unit's new home is at the Utah State Railroad Museum in Ogden and it will be keeping some pretty famous company. The museum has many important and interesting pieces of railroad equipment including Union Pacific gas turbine No.26 and Centennial No.6916 as well as Southern Pacific GP9E 3769.

The locomotive, an RSD15 (DL600B) built in July 1959 by Alco with serial number 83482, started life as Atchison, Topeka & Santa Fe No.823 and was later renumbered to 9823. It was rated at 2400 horsepower and weighs 382,400 pounds. The most distinguishing feature of the RSD15s is the long short hood which earned them the nickname of "Alligators".

After the retirement of the RSD15s from the Santa Fe, four of the Alco were acquired by the Utah Railway in 1975. The Utah numbered them 400-403. They were used primarily for main line runs and were not allowed on the Wattis Branch because of the tighter curves. In 1978 the Utah Railway started leasing Union Pacific power, usually EMD SD40-2s and the crews preferred the newer units to the older Alcos. Although management tried to keep using the Alcos, the crews kept making sure that the Alcos were not available. Finally, management gave in and the Alcos were sold to a scrapper in Salt Lake City. In 1983 the Promontory Chapter NRHS traded some ex-Kennecott

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by Stan Jennings

locomotives to the scrapper for former Utah RSD15 No.401 and RSD5 No.306. Eventually the Promontory Chapter sold the 401 to Broken Arrow, Inc., who used the locomotive for many years near Clive, Utah. However, it was really too much locomotive for the relatively small number of cars moved at one time and the curves at the site. Bob Geier, executive director of the Ogden Union Station, traded two of the museum's military surplus 60-ton GE locomotives to Broken Arrow in early 1998. The 401 was shipped to Ogden, but it took the scenic route.

One day it showed up at the Union Pacific yard in Hermonston, Oregon, without a waybill. Usually the crews just service any locomotive that shows up without a waybill and send it on. That did not seem like a good idea with the 401, however. After a few weeks gracing the yard in Oregon, the locomotive finally made its way to Roper Yard in Salt Lake City where it spent a week because some trouble with the air brakes had to be corrected before it could make the trip to Ogden. The repairs were made and the 401 made its final journey to Ogden Union Station arriving mid-May 1998. ⋐

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DECEMBER 5, 1998: The Rocky Mountain Railroad Club completes its 60th Anniversary of railfan excursions with an authentic re-creation of the *Silverton Mixed* train on the Durango & Silverton Narrow Gauge Railroad. The 470 class locomotive will have a snowplow attached and the tender will have correct flying Rio Grande lettering. All the assorted freight cars will be in their proper boxcar red color scheme with correct lettering. The passenger cars will retain thier colorful gold paint scheme while the letter boards will carry the correct D&RGW lettering. A long caboose will complete the consist. The round trip excursion will depart Durango and travel to the Cascade Wye. Numerous photo runbys will occur at rare vantage points as we will have the entire line to ourselves. This train has not run in over thirty years, so don't miss this opportunity to relive history. For complete details send a SASE to: Rocky Mountain Railroad Club, Trip Committee, PO Box 2391, Denver, CO 80201. 1198

OCTOBER 10, 1998: The Rocky Mountain Railroad Club continues its 60th Anniversary railfan excursions with a photographer's Special freight train on the Georgetown Loop Railroad. The #40 steam engine will lead a consist of freight cars with a long caboose over the line for numerous photo runbys. Unique vantage points will give photographers rare opportunity to capture mountain railroading at its best. A second train of passenger cars pulled by a Shay steam engine will pace the freight train allowing for action shots. Over and under bridge shots plus a twilight photo session will complete the day. Spectacular fall colors provide the perfect backdrop for this trip. For complete details send SASE to: Rocky Mountain Railroad Club, Trip Committee, PO Box 2391, Denver, CO 80201. 1098

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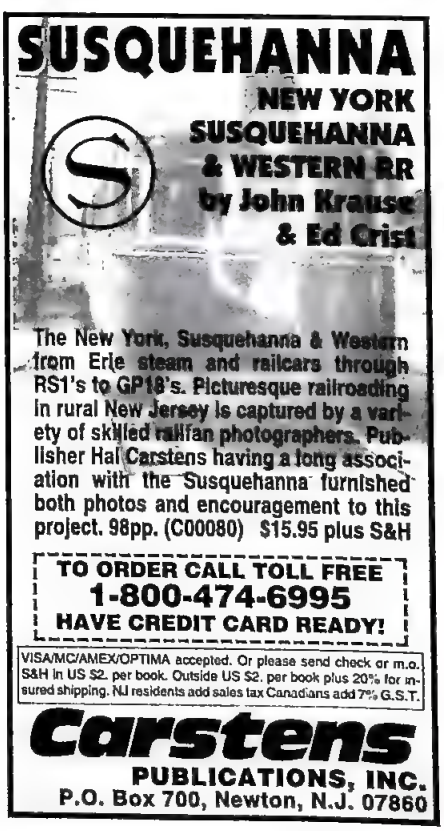
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TRANSIT CURRENTS

Rail moratorium halts

THE DECISION OF THE LOS ANGELES Metropolitan Transportation Authority to suspend construction work on three rail lines has brought gloom to many people in the City of Angels. Stopped, at least for a time, are the West Los Angeles line, the East Los Angeles heavy rapid transit line and the light rail Blue Line extension to Pasadena. The Red Line is scheduled to be completed in two stages, with the rails reaching Hollywood in 1999 and opening to North Hollywood in 2000. Some sad folks feel this is the end of rail transit expansion in Los Angeles. The current subway runs from Union Station to Wilshire and Western Avenues. When the final leg is completed to North Hollywood it will go to Lankershim and Chandler Boulevards. This may indeed be the end of any expansion of rail transit in Los Angeles. The stoppage is because the MTA embarked upon too many projects without sufficient financial underpinning. The moratorium is to be in place for at least six months, but the fear is it will become permanent. There is simply not enough money available to pay for all the projects. Moreover, the federal government has insisted that the MTA provide a reasonable and respectable financial plan before any more federal funds will flow. Many thanks to Ed Von Nordeck and John Smatlak for the information.

Pittsburgh to rebuild Overbrook Line

Port Authority Transit in Pittsburgh has moved far enough along to begin the process of hiring a construction manager to oversee stage two of its light rail transit construction project. An additional $35 million in improvements on the present stage one system will be carried out in the near future.

Stage two work will be done over a ten-year period with the Overbrook, Library and Drake lines being rebuilt to light rail transit standards. Additional park-and-ride lots will be constructed at the terminals of the Library and Drake services. Some of the existing parking lots will be enlarged to handle increased demand.

PAT intends to acquire 27 new light rail vehicles and, as age catches up with them, the present LRV fleet will be rebuilt. The operation's control center will be upgraded and replaced with state-of-the-art equipment.

Improvements to the existing system will include extending canopies at some stations and upgrading the trolley wire and the signal system. Gates will be added at certain grade crossings. Downtown subway stations will have water damage repaired, escalators replaced and the low-level PCC platforms will be filled in because PCCs no longer use the subway. Port Authority Transit staff will also work to provide better lighting in the subway, more comfortable seating, more art work and a more cheerful touch on the exposed concrete surfaces. Some commercial services may be allowed in the subway, such as flower vendors, newsstands, etc.

The rebuilding of the Overbrook line was an opportunity for the Pennsylvania Trolley Museum, Inc., (One Museum Road, Washington, PA 15301; 724/228-9256) to acquire component parts from the line as it is dismantled. These will be pressed into service as the museum is expanded. The museum was fortunate enough to receive four seven-and-a-half-ton capacity electric car lifts from Adtranz. The lifts may be ganged together so a car body can be lifted at all four corners at once. Anyone visiting the Pittsburgh area should be sure to stop by the Pennsylvania Trolley Museum.

Through the tunnel in Portland

With Governor John Kitzhaber at the controls, Portland's MAX made its first official ride through the west side tunnels and the underground Washington Park station on February 4, 1998. The Portland City Council even cancelled its meeting so that Mayor Vera Katz and the four city council members could participate in the tour. A number of foreign journalists were there, their way paid by Siemens Transportation Group. Siemens is the builder of the low-floor cars that have recently been delivered to Portland.

The official opening for revenue service does not begin until September 1998, but Douglas Duncan raises an interesting point. From downtown Hillsboro — the west end of the extension — to downtown Portland is 17 miles. MAX is hardly an express train if it takes 47 minutes to make the trip. He wonders if the trip time will discourage riders. Thanks to Douglas and his cousin Perry G. Duncan for the information.

More BART construction

In mid-February 1998, the board of directors of the Bay Area Rapid Transit District approved two major contracts, totaling $579 million. The contracts cover a large part of the work on the BART extension to San Francisco International Airport and Millbrae.

The airport extension has been a long time coming. Planners forecast that by 2010 about 20,000 daily trips will be made into the airport; the extension will generate an additional 70,000 daily trips.

Of particular interest is the station at Millbrae, where BART and the Caltrain commuter service will share platforms. The 102,000-square-foot station will include a 2100-space parking structure and additional surface parking for 900 automobiles, along with auto and bus circulation roads within the station. The station will contain five tracks,

PLEASE SEND any traction news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

by GEORGE M. SMERK

Los Angeles expansion

with three for BART and two for Caltrain. Many thanks to R. Geist for the news.

Chicagoland ponders rail expansion

The suburbs of Chicago are growing by leaps and bounds. A proposal is afoot to extend the Blue Line rapid transit beyond O'Hare as far out as Schaumburg at the Woodfield shopping center. The Regional Transportation Authority and the Illinois State Toll Highway Authority are going to study mass transit alternatives between O'Hare and Schaumburg. Elk Grove Village, Schaumburg and Rolling Meadows will also participate in the study. There are positive and negative feelings about the expansion. It would certainly open up jobs in the area to people from the city through reverse commuting. How many suburban people would ride the train into downtown is apparently of less interest to those involved in the study.

On the south side, Metra, the commuter rail division of the Chicago Regional Transportation Authority, is exploring a way to get commuters in the southwest suburbs of Cook and Will counties to jobs in downtown Chicago as quickly as possible. A major increase in service is projected. Today only six commuter trains operate between Chicago and Orland Park each workday. According to some plans, train frequency would be up to 52 daily between the Loop and Orland Park. Thanks to Steve Scalzo for the news.

Lenox Avenue subway reconstruction

January 10, 1998, saw the closing of the 116th Street and Lenox Avenue station of the MTA New York Transit subway system. The area between 110th and 116th streets on the Lenox Avenue subway requires reconstruction. This particular segment of the subway tunnel has a problem with continuous water seepage, which has undermined the tracks and weakened the structure. New York City Transit will waterproof and reconstruct the tunnel in the area between 109th and 116th streets. The shutdown of 116th Street station will allow for the waterproofing and reconstruction work to be carried out with maximum safety and speed. This is a very complex project and only one of the two tracks will be in service at any given time, which will have a direct effect on the service on the No.2 and No.3 lines at all times. Moreover, customers traveling on the 1/9, 2, 3, 4 and 5 lines in Brooklyn, Manhattan and the Bronx will see changes in their service.

Redoing a busy subway line under service is not easy, folks. However, the team in New York is very good at handling such tough assignments. Thanks to MTA New York City Transit for the information.

Flashes

It will take years, but look for some serious talk and perhaps even real commitment for a rail link between Penn Station and Grand Central in **MANHATTAN.** There are some exciting ideas brewing, including finally completing the 2nd Avenue subway. Connecting Long Island Rail Road commuter trains with the lower level of Grand Central via the lower portion of the 63rd Street tunnel under the East River is another idea whose time appears to have come, even if slowly. Finding the money will be difficult, but

joel salomon

FORMER PHILADELPHIA & WESTERN "BULLET CAR" 205 passes former PTC car 2743 at the Rockhill Trolley Museum in Rockhill Furnace, Pennsylvania. The PCC, which last saw service for SEPTA, was recently returned to operation at the museum by combining Philadelphia truck parts with Cleveland wheelsets and other parts. The PCC is the first successfully regauged trolley at the museum.

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completion of these projects would be a great boon to New Yorkers and visitors to the Big Apple.

The Southern Rapid Rail Transit Commission is proposing a daily round trip by Amtrak on what would be practically a commuter service between **FORT WORTH AND BOSSIER CITY,** Louisiana. The purpose is to help boost gambling at Louisiana casinos. The trains would serve Dallas, Mineola, Longview, and Marshall on their way to Bossier City. Thanks to Mike Murray for the news.

Dennis Cavagnaro informs me that for the very first time a woman is training to be a cable car gripman. Fannie Barnes was a bus driver for the **SAN FRANCISCO** Municipal Railway for more than a decade. She then worked as a conductor on the cable cars, one of only three female conductors. She is in training to be a gripman; this includes workouts in the gym to build upper body strength. Perhaps "gripperson" would be more appropriate in the future.

Tom McGarry sends news that the Tri-County Commuter Rail Authoruty, the agency that operates **TRI-RAIL** trains between Miami and West Palm Beach, has installed global positioning systems and mapping technologies. The railroad has equipped each train with a GPS receiver, which lets it broadcast its position to a central base station. The base then tracks the location of all the trains. Communication between the train and the base is two way. The system, called Train Trak, is linked to message boards at train stations to inform passengers when the next train will arrive, along with its number and destination. It appears to be an excellent idea, and a service that is apt to become common in the future.

The owner of the **NORTH STATION** building in Boston began demolition in January to provide room for the new MBTA super station. This will link the Green and Orange subway lines with northside commuter trains. Thanks to Bill Crawford for the news.

From Henry Goode, I find that **VIRGINIA RAILWAY EXPRESS** is going to drop two trains from its Manassas line. Ridership just isn't there to justify operating the trains. Competition from the new Franconia Springfield station of the Washington Metrorail subway is one reason that patronage has actually been falling on the VRE; falling patronage is most unusual on commuter railroads today. Another reason was a wreck that involved CSX and Amtrak and resulted in delays over a long period of time for VRE riders while the mess was cleared up. According to the American Public Transit Association, total transit ridership increased by 2.6% in the third quarter of 1997 compared with the same period in 1996. Light rail ridership was up 5.25% and commuter rail and bus systems serving areas with over 500,000 population showed increases of at least 3%.

Using two old school buses ad the basis for the cars, students at David Douglas High School in **PORTLAND** are building their own light rail line. Called the *David Douglas Express,* the train will runabout 600 feet, connecting the vocational and fine arts buildings to the main campus of the high school. The task is part of a career-based program to teach students the skills for a certificate of advanced mastery as part of the fundamentals for a regular diploma. Thanks to Eric Andersen for the news.

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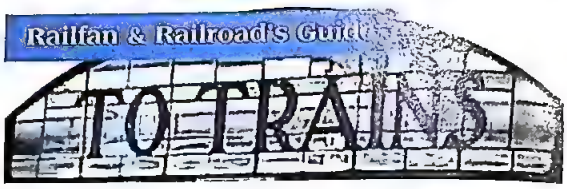

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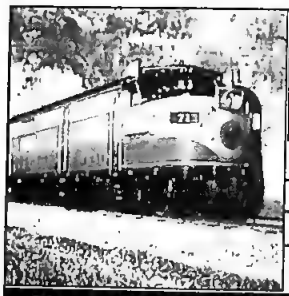

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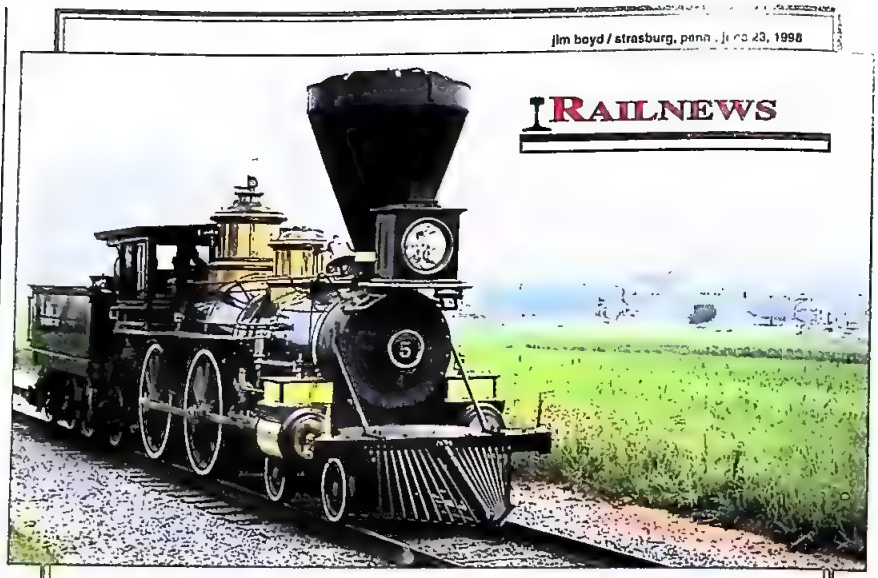


RAILNEWS

OVER THE PAST FEW MONTHS the Strasburg Rail Road shop in Pennsylvania has been overhauling the Baltimore & Ohio 4-4-0 *William Mason* for use in the upcoming Warner Brothers movie production of *Wild Wild West,* and the locomotive made its steam debut at Strasburg on June 22, 1998. Fully painted in its brass-bound movie livery but lacking lettering, the engine was tested for three days before being stripped of stack, headlight and protruding appliances for shipment by truck to the movie site near Santa Fe, New Mexico, where special segments of track are being constructed for the filming.

The movie, scheduled for release in summer 1999, will star Will Smith, Kevin Kline, Kenneth Branagh and Selma Hayak, along with two other locomotives, the Virginia & Truckee 4-4-0 *Reno* and 2-4-0 *J.W. Bowker* from Old Tucson and the California State Railroad Museum, respectively. Built in 1856 as the B&O's first 4-4-0, the *Mason* is definitely senior to the 1872 *Reno* and 1875 *Bowker.* Interestingly, the *William Mason* never wore that name in regular service but entered the B&O roster in 1856 as Number 25 — William Mason was the name of the manufacturing company, and the B&O had numerous Mason locomotives. The name was applied when Number 25 (renumbered 55 in 1884) was chosen for preservation. A frequent star of movies and special events, the *William Mason* is best known-for its role as the *General* in Walt Disney's *Great Locomotive Chase* in 1955.

The Strasburg carefully document the changes made to this historic locomotive to make it fully functional for the movie work (though it has been rebuilt numerous times since preservation). Small modern injectors replaced the crosshead ram water pumps, and an air reservoir in the tender supplies air for a rudimentary airbrake system. On the Strasburg test runs, a 44-ton diesel acted as an air compressor to recharge the reservoir when the *Mason* was stopped and as a "movable bumping post" to protect the 4-4-0 from the regularly scheduled Strasburg passenger trains.

Following the completion of filming in October, the *Mason* will be returned to the B&O Museum in Baltimore in serviceable condition and is expected to steam on site for the public next spring — *JIM BOYD.*

CAMERA BAG

by JIM BOYD

Digital images

THIS COLUMN IS AN EXPERIMENT in digital photography. The images on this page were made with a digital camera, and you are seeing what they look like in print for the first time just like we are. The pictures were made by Jack and Sharon Neville from Los Angeles with an Olympus D-600L digital camera on a Trains Unlimited, Tours excursion on the San Diego & Imperial Valley using equipment from the San Diego Railroad Museum.

Jack describes the camera thusly: "The D-600L is one of the new generation of consumer grade high-resolution digital cameras and was cited as one of the Top Products of 1997 by *Publish* magazine in their fifth Annual Impact Awards. At 1.4 million pixels per image and a $1300 price point, *Publish* speculates that it 'will open up digital photography to new applications as publishers and graphic artists finally get print quality results from a consumer camera.'

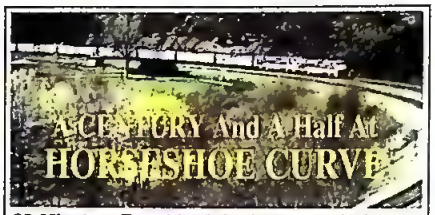
three photos: jack & sharon neville

TEN-WHEELER 2353 made a photo runby at 15-20 m.p.h., which Jack Neville caught in this hand-held pan shot with the Olympus D-600L digital camera. The image was cropped, resized and converted from 144 to 256 d.p.i. for reproduction here, but the photo was otherwise unaltered from the way it came out of the camera. The imge of the 2353 **below** had its brightness and contrast boosted slightly.

"That's great, you say, but how does it work in the world of choo-choo photography? I decided to explore its potential using this fantrip as a venue. Not being a complete fool, I carried my Nikon FM's and entrusted most of the digital photography to my wife, Sharon. All images were shot at the camera's highest resolution setting, 1280×1024 at 144 d.p.i., and were sent to R&R as unaltered JPEGs. The camera was allowed to think for itself in the fully automatic mode — no manual adjustments were made."

Now here comes the fun. For publication, R&R requires a TIFF format, not JPEG, and the printing plant uses a resolution of 276 d.p.i. for its negatives. The broadside shot of the Ten-Wheeler came in at a 3.75M file at 8.9"×7.1" at 144 pixels per inch. In Adobe PhotoDeluxe, I kicked it to 176 d.p.i. and created a huge 13.8M file. Then I reduced it to the 4.5" width we needed for the page layout, and it came back down to a 3.53M file, just a bit smaller than the original. I cropped a bit of the ground and sky for a pleasant composition, and the resulting image came down to a 2.35M file. For our layout computers using QuarkXpress, the file size really is not much of a problem, so we can judge the results simply by how it looks on the page. The final step in this Photo-Shop process was to export the image as a TIFF format file that could be used in the R&R QuarkXpress program. I made no "corrections" in PhotoDeluxe for color or contrast. You see the results here. I played a similar game with the head-on shot of the Ten Wheeler, but I gave it a bit of a bump in both brightness and contrast.

THE DIGITAL CAMERA "PAUSED" to collect data to compile the image after the shutter was tripped, and the 70-m.p.h. San Diegan with the cab car leading ran right out of the frame while the camera was thinking about it! This delay in shutter response is not uncommon in digital cameras.



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The Amtrak shot looks like a mistake — but it illustrates one severe drawback with most digital cameras. On this set-up Jack was waiting for a southbound San Diegan at Lucedia, which had the cab car leading at a speed of about 70 m.p.h. He nailed the shutter as the cab car was about a half of a carlength away from the red and white signpost. By the time the camera had recorded enough information to compile the scene, the train had moved 20 feet beyond the post — right out of the picture's frame!

In using various digital cameras for "people" shots, I have noticed that some cameras pause a moment after the shutter release has been pressed to "think about it" before taking the picture. For action railfan photography, this can lead to disaster! Another problem is that most digital cameras do not give the photographer direct control over the shutter speed, which is an essential element in railfan photography.

Digital cameras definitely have their place in today's photography, but they do have their limitations. The best current application for them is in website creation and internet usage. You can e-mail your buddies with the results of the day's action as soon as you get home, and many railfan "hot line" websites can go on the air immediately with digital JPEGs and not have to wait for film to be processed or scanned — but for magazine work, your best bet is still Kodachrome or your favorite Fujichrome and "conventional" color slide imagery.

MARKERS

EDITORIAL COMMENTARY

World War II images

THE NIGHT PHOTO SESSION at Steamtown National Historic Site that produced the World War II-era images on page 39 was done through the cooperation of the National Park Service and NPS Ranger Kenny Ganz. Kenny is a WWII memorabilia collector and has arranged for re-enactors to visit the park during the last two Memorial Day weekends. Each of those years a night photo session has been held, last year with about six of Kenny's friends and this year with a whole platoon.

What made this year's event interesting was that for the first set-up we had one "scene" with several different elements in it. With a relatively small crowd of about 25 photographers, we found that we could "stretch" the photo line parallel to the entire scene. Each photographer could then either shoot the overall scene or move in close to shoot just one of the elements. The elements in the scene included the conductor talking to the engineer by Baldwin 0-6-0 26, a Pennsy boxcar being loaded as soldiers with motocycles look on and troops boarding a passenger train with an Army staff car by the coach. The way the elements lined up, you could put just one or two in your shot, or get all three. The lower left photo on page 39 shows two of the elements (the locomotive and the boxcar being loaded). The middle photo shows just one element, but using a wide-angle lens here would have brought the boxcar into the frame.

This was the first time I had encountered a night set-up like this — and it was planned to have everyone shooting just the overall scene — but it worked amazingly well. By spreading the photographers out into five or six smaller groups it cut down on the "jammed" conditions some group night photo sessions have. When we found that we could shoot just certain elements within the scene, we wound up lighting up the scene nine times. We'd fire two rounds of flash then let the photo line get repositioned, so everyone came away with two shots each of four different angles.

The scene for the top photo on page 39 of the troops giving the "victory" sign to the engineer on Union Pacific Big Boy 4012 was based on a picture Kenny Ganz found in a book on railroads in World War II. The old black & white photo shows troops saluting a

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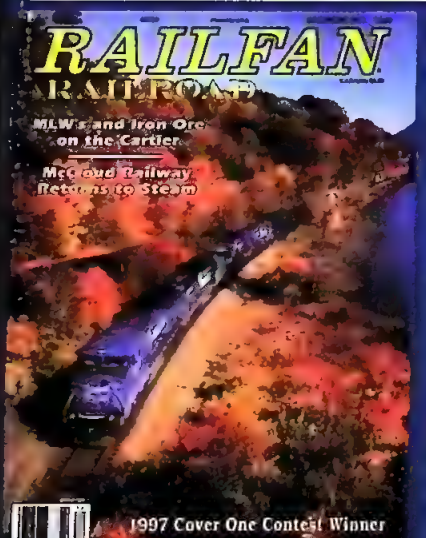

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Southern Pacific 4-8-4. Kenny wanted to recreate the photo as a night scene, but the problem was getting the 4012 into shape. NPS Ranger David Crosby spent two of his days off crawling all over the 4012 to rewire it for lights, and he manufactured main rods out of PVC pipe to replace the rods that had been removed from the locomotive. He even devised a way to get smoke out of the stack using oily rags, but time contraints prevented us from getting adequate billowing smoke before we had to shoot the scene and exit the park.

The people in the pictures are what make these images so outstanding, and Kenny did a great job of making sure they knew to stand dead still for the 30 to 45 seconds we needed to fire off the flashes. To communicate to the "troops" when to hold still, we added another command to the typical night photo drill. First comes "photo line, stand by!" Then before the command of "open 'em up!" I yelled "actors, hold still!" It's about the only time the best acting job requires doing absolutely nothing.

Reno Branch in RMC

If you want to read more about the Reno Branch featured in Brian Jennison's article on **page 32,** check out the two-part feature by Rob Robson in our sister magazine RAILROAD MODEL CRAFTSMAN. The August 1998 issue has a detailed history of the branch in N-C-O days and the September 1998 issue will show the branch as a modeling subject. Both articles include photos and maps.

Steve

NEXT MONTH RAILFAN & RAILROAD

• **CUMBERLAND COAL:** Stretching into northern West Virginia, the Cumberland Coal Unit of CSX Transportation hauls 20 million tons of black diamonds each year. Richard C. Borkowski, Jr., takes us south from Cumberland, Maryland, to explore Cranberry Grade, 17 Mile Grade and the branches into the mountains around Grafton, West Virginia.

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Advertising Index for September 1998

B

Barnard, Roberts & Co. 21
Batten Kill Rambler Scenic Railroad 60
Black Hills Central Railroad....61
Blue Ridge Scenic Railway 61
The Book Depot 48,49
Boone & Scenic Valley Railroad....60

C

Cajon Rail Products....22
D. Carlton 20
Carstens Publications....23,52,53,54,55,57,64
Catenary Video....58
Colorado Railroad Museum....8
Conway Scenic Railroad 61
Crossroads Village Huckleberry Railroad....60
Cumbres & Toltec Railroad 61

D-E-F

The Depot Attic....16
The Depot Attic at Strassburg 21
Depot Square Publishing....10
Direction Video Productions....10
Durango & Silverton Railroad....10

F

Four Ways West....62

G

Golden Rail Video 50
Golden Spike Enterprises....21
Green Frog Productions ....Cover II

H

Herron Rail Services 17
Hi-Iron Railroad Video 22
Hiram Press....20

I

Illinois Railway Museum....60
Indiana Transportation Museum....60

J

JMJ Productions....9
Thomas C. Jepsen 18

L

Loucks, Carlton F. 21

M

Maine Narrow Gauge Railroad Co. & Museum....61
Manitou & Pike's Peak Railway Museum....61
Mark I Video ....Cover IV
McMillan Publications....7,13
Edgar T. Mead....16
Metaphor, Inc. 14
Midwest Video Productions....19
Montana's Premier Dinner Train 60
Tom Murray 16
Museum and Tourist Line Directory 60,61

N-O-P-Q

Napa Valley Wine Train....60
National Railway Historical Society....58
Nevada Northern Railway Museum....61
Nestle's Railroadiana 20
New York Susquehanna & Western Historical Society 50
O&W Historical Society 19
Plets Express 22

R

Railcom 50
Railroad Avenue Enterprises....11
Railroad Research Publications 20
Railroad Video Productions....20
Rails 'N' Shafts 15
Railway & Locomotive Hist. Soc....58
Raritan Bay Hobbies 12
Revelation Video 63
Riverview Motel 60
Ben Rohrbeck....58
Roaring Camp & Santa Cruz Big Tree Railway....60
Ron's Books....Cover III

S

Santa Fe Southern Railroad....61
Schrader Enterprises....16
Signal Computer Consultants....12
Steamtown Historical Site 23

T-U

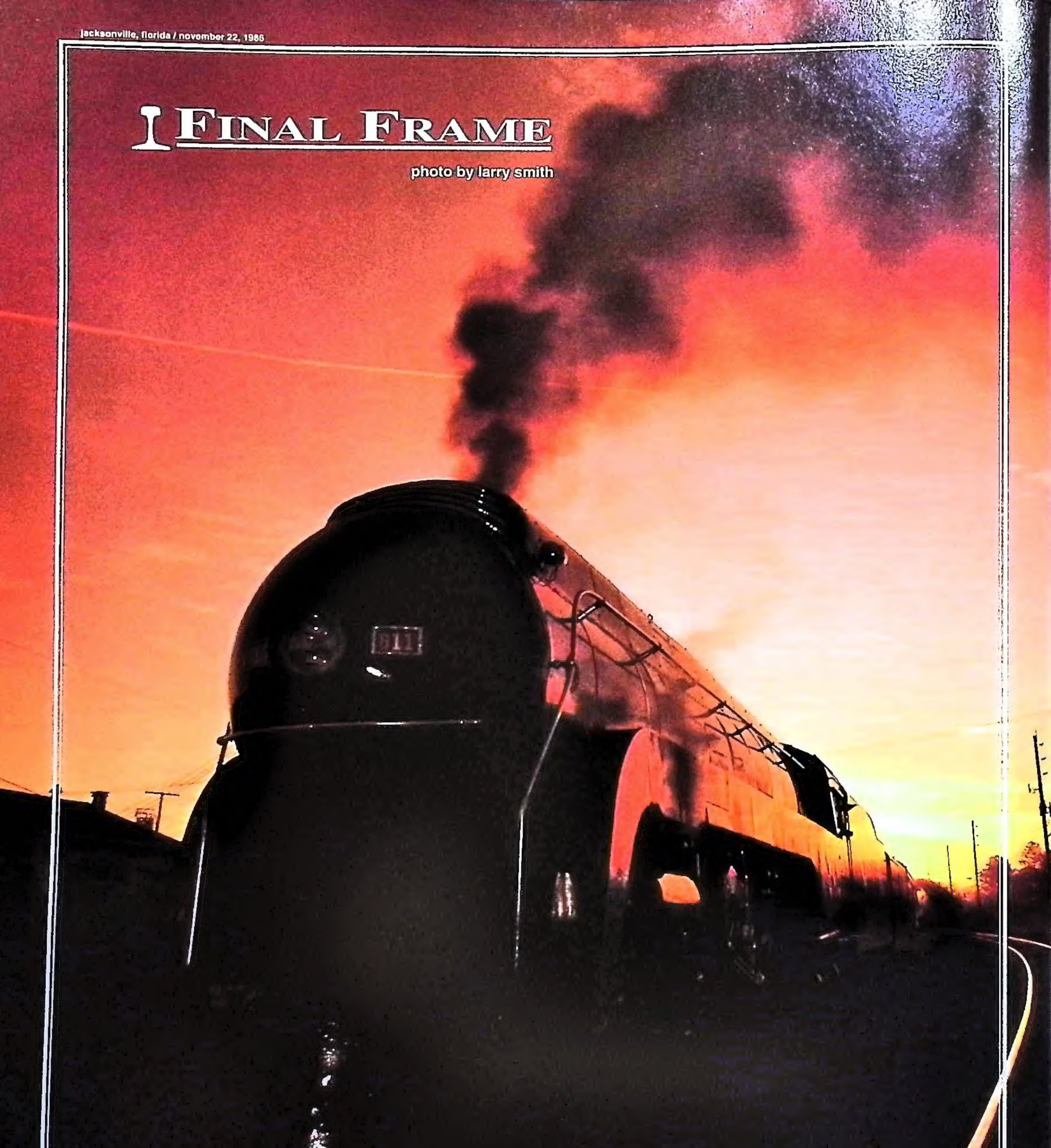
TLC Publishing 3,19
Tennessee Valley Railroad 61
Top Link Tours 51
Trackside Videos....18
Transit Gloria Mundi 59

V-W-Y-Z

Water Level Industries....51
Yolo Shortline Railroad/Elizabeth Louise Steamboat....60
Western Maryland Scenic Railroad 16

FINAL FRAME

photo by larry smith



OH, WHAT A TIME WE HAD . . . It wasn't that long ago that the Norfolk Southern Steam Program and N&W J-class No.611 were roaming all over the South. Suddenly, after 30 years of steam excursions, the program was cancelled in 1995. It seems like yesterday (or does it seem like years ago?) that every summer weekend the sun would rise on another steam trip. But for every sunrise, we should keep in mind that there will one day be a sunset.

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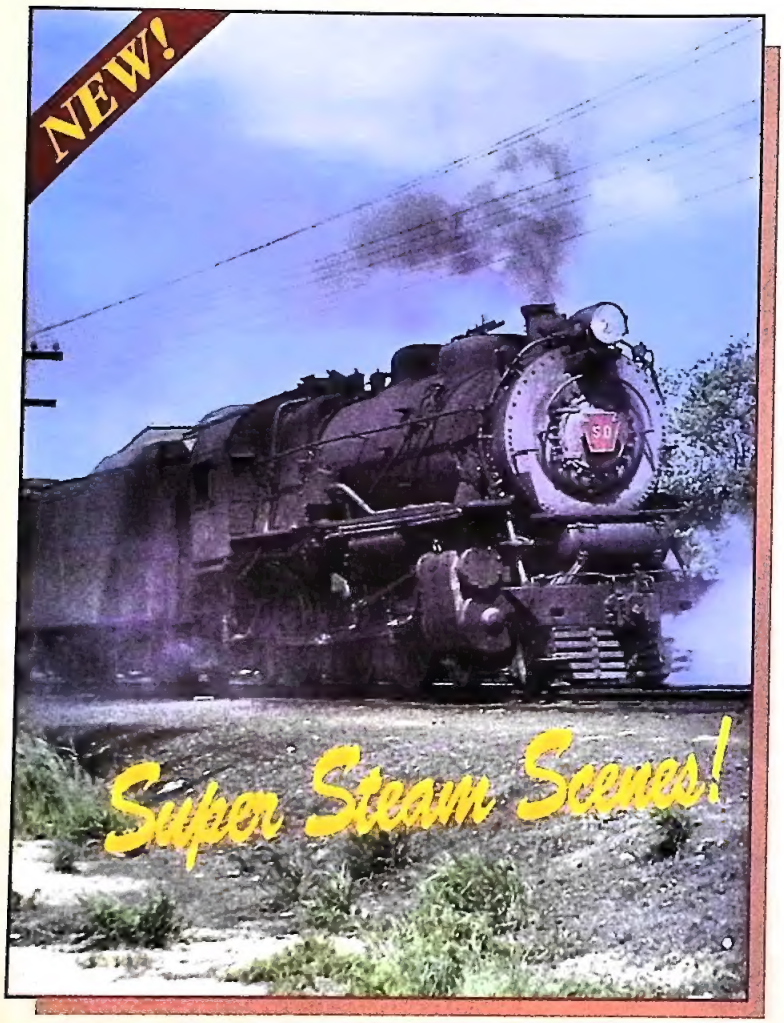

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